AUTOMOBILE
facts AND figures
TWENTY-FOURTH EDITION
1942
AUTOMOBILE MANUFACTURERS ASSOCIATION

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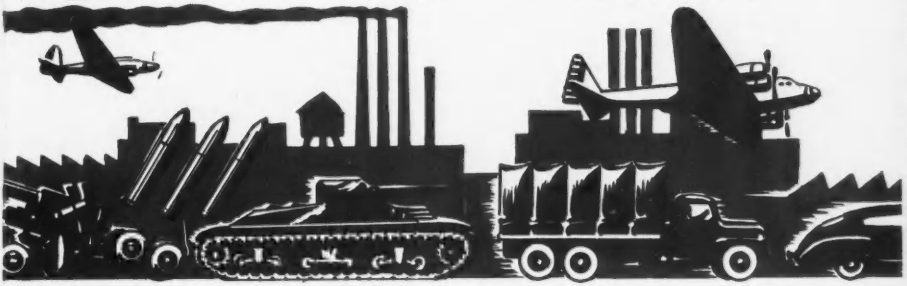

THIS, the twenty-fourth, edition of Automobile Facts and Figures covers a period when all the utilizable facilities of the industry have been called to the service of the nation for the duration of the war.

Issued annually since the motor industry emerged from the first World War, it marks the end of an era, so to speak, in that all production of civilian passenger cars and commercial vehicles has been discontinued for the first time in the history of the industry, by order of the Government.

The regular series of statistics have been brought up to date and such new series on the industry's war efforts as can be presented to date are shown in graphic and tabular form.

The annual rate of war production attained by midyear of 1942, measured in terms of dollar volume, equals the best previous year of normal automotive output. The rapid expansion of operations in old and new manufacturing facilities is expected to reach by the year-end a rate double that of the highest previous year.

AUTOMOBILE MANUFACTURERS ASSOCIATION
New Center Building, Detroit

AUTOMOTIVE HISTORY COLLECTION

Automobile Manufacturers Association, Inc.

New Center Building, Detroit

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(A list of members is given on page 62)

†Chrysler Corporation

86 Million Motor Vehicles Produced in 42 Years

Factory Sales and Wholesale Value, U. S. Plants

	PASSENGER CARS		MOTOR TRUCKS		TOTAL	
	Number	Value	Number†	Value†	Number	Value
1900...	4,192	$4,899,443	.....	.....	4,192	$4,899,443
1901...	7,000	8,183,000	.....	.....	7,000	8,183,000
1902...	9,000	10,395,000	.....	.....	9,000	10,395,000
1903...	11,235	13,000,000	.....	.....	11,235	13,000,000
1904...	22,130	23,357,692	700	1,272,747	22,830	24,630,439
1905...	24,250	38,670,000	750	1,330,000	25,000	40,000,000
1906...	33,200	61,460,000	800	1,440,000	34,000	62,900,000
1907...	43,000	91,620,000	1,000	1,780,000	44,000	93,400,000
1908...	63,500	135,250,000	1,500	2,550,000	65,000	137,800,000
1909...	123,990	159,765,721	3,297	5,333,683	127,287	165,099,404
1910...	181,000	215,340,000	6,000	9,660,000	187,000	225,000,000
1911...	199,319	225,000,000	10,681	21,000,000	210,000	246,000,000
1912...	356,000	335,000,000	22,000	43,000,000	378,000	378,000,000
1913...	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914...	548,139	420,838,378	24,900	44,219,096	573,039	465,057,474
1915...	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916...	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917...	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918...	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919...	1,651,625	1,365,395,415	224,731	371,422,820	1,876,356	1,736,818,235
1920...	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921...	1,468,067	1,038,191,037	148,052	166,070,810	1,616,119	1,204,261,847
1922...	2,274,185	1,494,513,991	269,991	226,049,658	2,544,176	1,720,563,649
1923...	3,624,717	2,196,272,116	409,295	308,537,929	4,034,012	2,504,810,045
1924...	3,185,881	1,970,096,559	416,659	318,580,580	3,602,540	2,288,677,139
1925...	3,735,171	2,458,370,026	530 659	458,400,277	4,265,830	2,916,770,303
1926...	3,783,987	2,640,064,519	516,947	452,123,435	4,300,934	3,092,187,954
1927...	2,936,533	2,164,670,891	464,793	420,130,624	3,401,326	2,584,801,515
1928...	3,815,417	2,576,489,623	543,342	437,132,258	4,358,759	3,013,621,881
1929...	4,587,400	2,847,118,562	771,020	566,029,644	5,358,420	3,413,148,206
1930...	2,784,745	1,645,398,523	571,241	389,436,690	3,355,986	2,034,835,213
1931...	1,973,090	1,111,273,774	416,648	262,417,542	2,389,738	1,373,691,316
1932...	1,135,491	618,291,168	235,187	136,193,336	1,370,678	754,484,504
1933...	1,573,512	762,736,512	346,545	186,069,314	1,920,057	948,805,826
1934...	2,177,919	1,147,116,195	575,192	320,143,667	2,753,111	1,467,259,862
1935...	3,252,244	1,709,425,904	694,690	379,407,751	3,946,934	2,088,833,655
1936...	3,669,528	2,015,646,217	784,587	462,820,474	4,454,115	2,478,466,691
1937*..	3,915,889	2,304,349,252	893,085	542,921,096	4,808,974	2,847,270,348
1938*..	2,000,985	1,269,765,050	488,100	339,226,639	2,489,085	1,608,991,689
1939*..	2,866,796	1,816,434,914	710,496	502,421,776	3,577,292	2,318,856,690
1940*..	3,692,328	2,422,491,461	777,026	593,731,603	4,469,354	3,016,223,064
1941*..	3,744,300	2,615,697,373	1,094,261	1,086,925,650	4,838,561	3,702,623,023

Canadian 1941 Output 270,165 Motor Vehicles

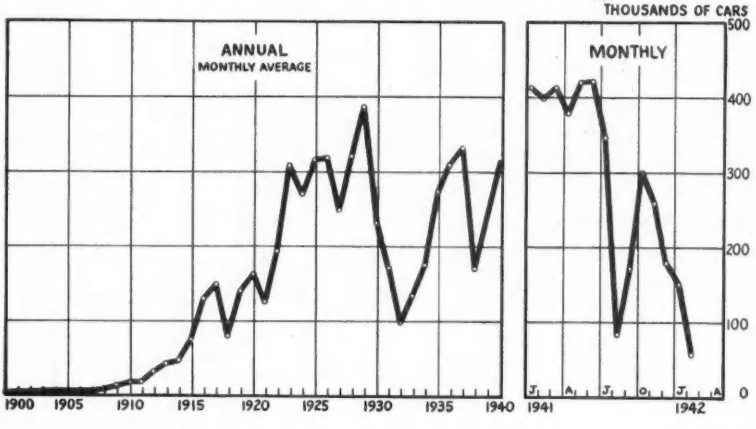
(Figures from Annual Report of Dominion Bureau of Statistics, Ottawa, Canada)

	PASSENGER CARS		MOTOR TRUCKS		TOTAL	
Year	Number	Value	Number	Value	Number	Value
1939.....	108,369	$71,101,204	47,057	$28,072,712	155,426	$ 99,173,916
1940.....	109,911	83,544,445	113,102	91,191,516	223,013	174,735,961
1941.....	96,603	80,824,549	173,562	163,086,893	270,165	243,911,442

*Includes federal excise taxes, and standard equipment.
†A substantial part of the trucks reported comprises chassis only, without body; hence the value of bodies for these chassis is not included.
NOTE: Both U. S. and Canadian tables include military vehicles.

First Shutdown of Civilian Automobile Output

Since Beginning of the Industry



By Government order, passenger car production was discontinued February 11, 1942, due to shortages of materials and need for war production facilities.

Passenger Car Production by Months in United States

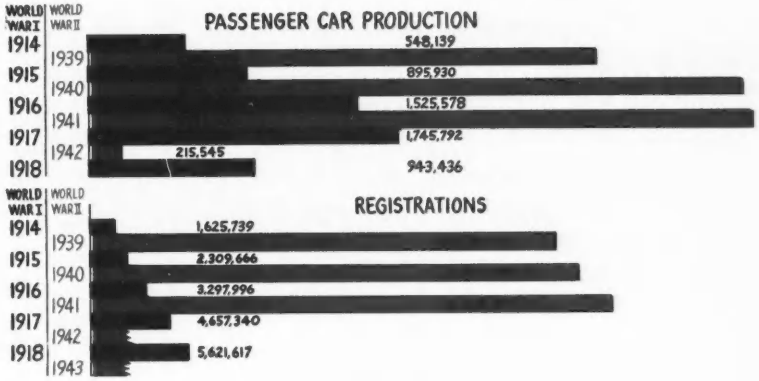
(SOURCE: Division of Statistics, War Production Board)

	1936	1937	1938	1939	1940	1941	1942
Jan...	306,275	307,569	161,239	292,248	373,729	418,585	182,140
Feb...	223,331	308,521	139,822	250,263	344,403	397,224	33,405
Mar..	340,957	403,942	169,121	303,793	354,912	412,055	0
Apr..	410,369	434,380	172,869	274,671	366,733	375,956	
May..	378,719	425,306	152,651	237,115	332,764	418,386	
June..	376,961	416,401	137,633	245,984	284,390	423,491	
July..	363,476	357,102	100,489	146,275	144,767	331,929	
Aug..	202,386	302,618	56,974	59,445	56,612	77,777	
Sept..	85,624	119,524	67,773	166,295	225,626	178,786	
Oct...	194,046	307,013	195,629	258,454	424,356	302,372	
Nov...	338,215	294,661	316,989	288,976	409,098	253,332	
Dec...	420,068	237,474	315,371	371,720	398,132	165,416	
Total	3,640,427	3,914,511	1,986,560	2,895,239	3,715,522	3,755,309	

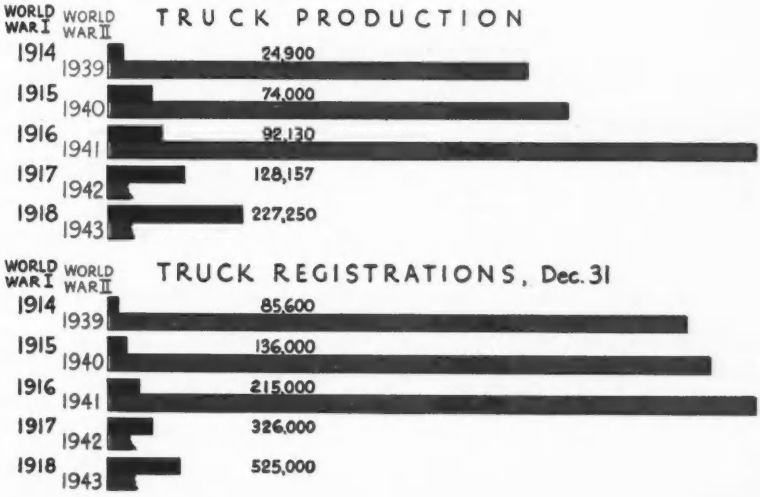
NOTE: Includes only the production of those companies engaged in passenger car manufacture during or after August 1941. Station wagons are included. The "factory sales" figures compiled by the U. S. Census Bureau include station wagons with trucks, as are buses, fire fighting apparatus, ambulances, hearses, and other special purpose vehicles.

Eight Times as Many Cars in Use Now

As at Beginning of World War I

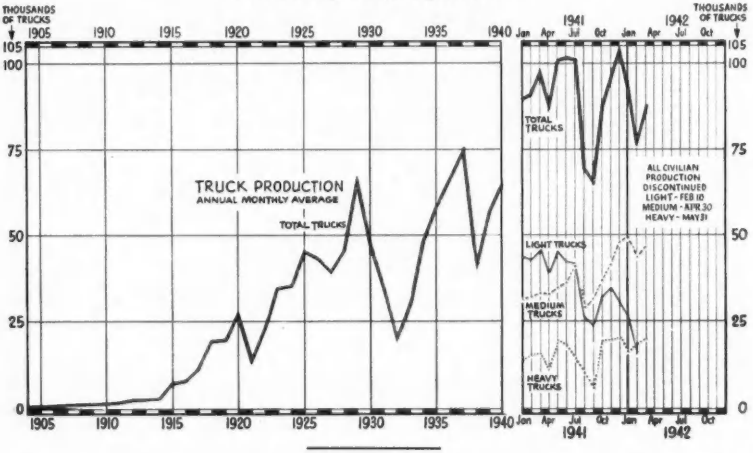


Only 326,000 Trucks in Use in 1917, Now 4,911,000



Civilian Truck Output Discontinued May 31st

Government Ordered Stoppage Due to Lack of Materials and Need of Facilities for Production of Military Equipment



1941 Parts, Accessories Sales Increase 30% Over 1940

(Estimates Based on Federal Excise Tax Receipts)

Year	Wholesale Value	Year	Wholesale Value
1934	$304,641,916	1938	$348,067,646
1935	378,323,361	1939	454,673,191
1936	448,526,861	1940	553,004,020
1937	464,618,885	1941	718,212,295

NOTE: For year to year comparisons, probably the most comprehensive and accurate measure of the trend in the domestic market sales of repair parts and accessories is obtainable from the Federal excise tax collections. The wholesale value of parts and accessories taxable has been estimated by dividing the tax rate into the aggregate annual collections for years commencing March 1st. (There is approximately a two months' lag between the month in which sales are made and the month in which collections are normally reported.)

The Federal excise tax does not apply on parts and accessories exported, direct sales to governments, sales of garage and service equipment and items which are used for a variety of purposes other than automotive, such as bolts, nuts, lacquers, paints, varnish, cloth, leather, etc. used in repairs.

Replacements Are Two-Thirds of Tire Market

(SOURCE: The Rubber Manufacturers Association)

	Original Equipment	Replacement	Export	Total
PNEUMATIC CASINGS-UNITS				
1936	21,446,114	30,866,586	1,072,799	53,385,499
1937	22,352,601	29,886,326	1,246,461	53,485,388
1938	10,716,130	30,565,008	1,048,934	42,330,072
1939	18,207,556	38,022,034	1,279,185	57,508,775
1940	22,252,869	35,345,656	1,175,912	58,774,437
1941	24,778,505	39,900,058	1,484,144	66,162,707
INNER TUBES-UNITS				
1939	18,190,630	31,997,906	1,001,778	51,190,314
1940	22,172,452	29,069,547	972,080	52,214,079
1941	24,722,006	33,737,494	1,229,572	59,689,072

Motor Truck Production by Months in United States

(SOURCE: Division of Statistics, War Production Board)

	Light①	Medium	Heavy	Total
1936 Total	316,438	315,258	137,484	769,180
1937 Total	396,968	315,974	158,109	871,051
1938 Total	206,491	180,853	88,020	475,364
January, 1939	29,937	21,850	9,559	61,346
February	27,386	23,112	8,950	59,448
March	30,935	26,394	10,904	68,233
April	29,179	26,144	9,751	65,074
May	26,933	20,348	9,605	56,886
June	27,866	24,663	9,822	62,351
July	23,158	24,637	9,827	57,622
August	11,544	11,965	8,702	32,211
September	10,281	14,838	4,919	30,038
October	27,321	24,281	10,363	61,965
November	29,300	23,527	11,896	64,723
December	34,909	27,009	13,586	75,504
Total, 1939	308,749	268,768	117,884	695,401
January, 1940	32,976	23,775	11,462	68,213
February	30,838	22,427	10,275	63,540
March	32,204	24,816	11,826	68,846
April	32,498	24,296	10,089	66,883
May	30,731	21,819	9,133	61,683
June	27,292	21,036	9,386	57,714
July	26,427	24,202	10,667	61,296
August	8,780	11,213	6,012	26,005
September	20,545	13,082	9,527	43,154
October	36,919	25,046	12,212	74,177
November	36,691	28,712	11,655	77,058
December	38,249	31,355	11,915	81,519
Year 1940	354,150	271,779	124,159	750,088
January, 1941	43,555	31,128	12,934	87,617
February	42,423	31,242	15,003	88,668
March	45,427	32,437	15,156	93,020
April	38,622	32,212	10,636	81,470
May	45,334	35,049	19,210	99,593
June	42,399	36,573	17,809	96,781
July	41,527	40,843	14,315	96,685
August	25,576	28,909	10,361	64,846
September	23,528	30,878	5,017	59,423
October	30,953	35,974	18,727	85,654
November	34,398	40,931	18,959	94,288
December	25,889	48,039	20,112	94,040
Year 1941	439,631	424,215	178,239	1,042,085
January, 1942	27,546	49,577	15,129	92,252
February	15,460	43,225	17,769	76,454
March	22,020	46,784	19,804	88,608

April } Civilian production discontinued after completion of March quotas: Medium
May } trucks by April 30, heavy trucks by May 31; light trucks by February 11.

①Definitions	Prior to Jan. 1, 1942	Since Jan. 1, 1942
Light	Less than 1½ tons	Less than 9,000 lbs., gross vehicle weight
Medium	1½ and less than 3	9,000 and less than 16,000 lbs.
Heavy	3 tons and over	16,000 lbs. and over

Table includes only production of those companies which were producing trucks during and after August 1941.

War Orders Doubled within a Few Weeks After Pearl Harbor, Later Tripled

SOURCE: Manufacturers' reports to the Automotive Council for War Production.

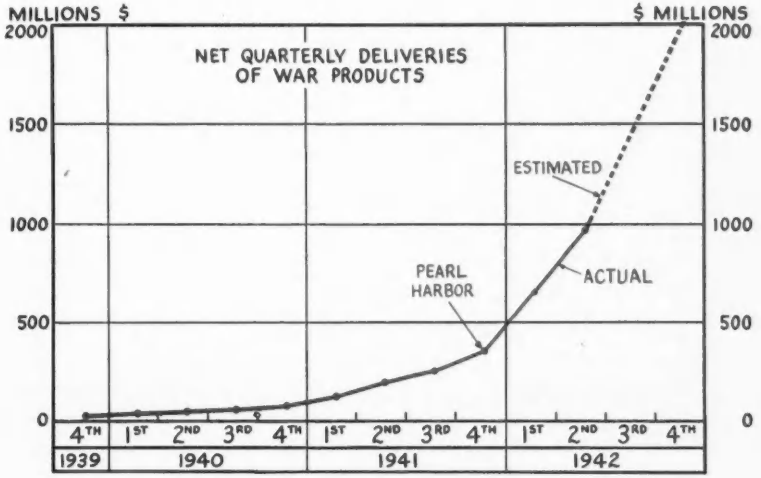
One-Third of Total Auto Industry Man-Hours on War Work Performed in Parts Plants in April

	TOTAL		WAR WORK*	
	February	April, 1942	February	April, 1942
Car and Truck Companies (17 companies, 192 plants)				
Value Added	111,576,000	135,319,000	60,054,000	110,481,000
Shipments	252,908,000	267,746,000	137,019,000	221,821,000
Man Hours	37,435,000	68,082,000	18,712,000	47,913,000
Wage Earners	360,637	372,727	.....	.....
Production Workers	200,000	256,926	100,500	.....
Parts Companies (140 companies, 240 plants)				
Value Added	79,492,000	92,812,000	62,683,000	77,412,000
Shipments	131,698,000	152,762,000	102,639,000	127,238,000
Man Hours	27,866,000	35,609,000	20,285,000	27,312,000
Wage Earners	181,046	188,753	.....	.....
Production Workers	123,500	156,730	95,500	.....
Industry (157 companies, 432 plants)				
Value Added	191,068,000	228,131,000	122,737,000	187,893,000
Shipments	384,606,000	420,508,000	239,658,000	349,059,000
Man Hours	65,301,000	103,691,000	38,997,000	75,225,000
Wage Earners	541,683	561,480	.....	.....
Production Workers	323,500	413,656	196,000	.....

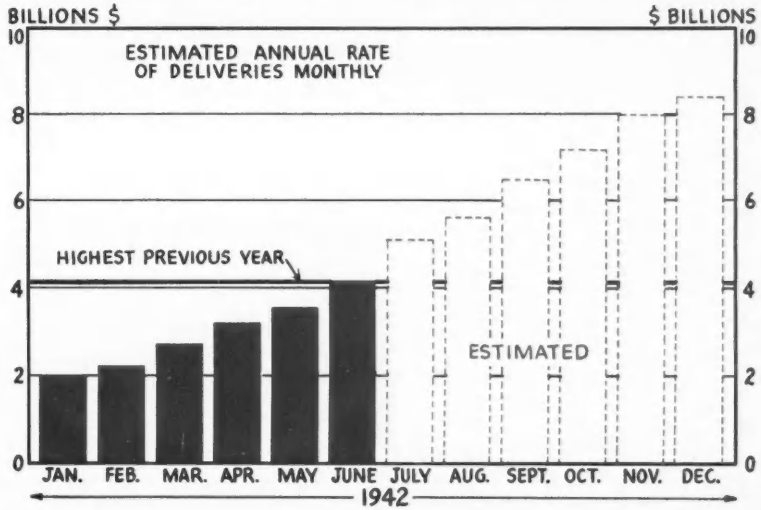
*Excludes preparations for war work.

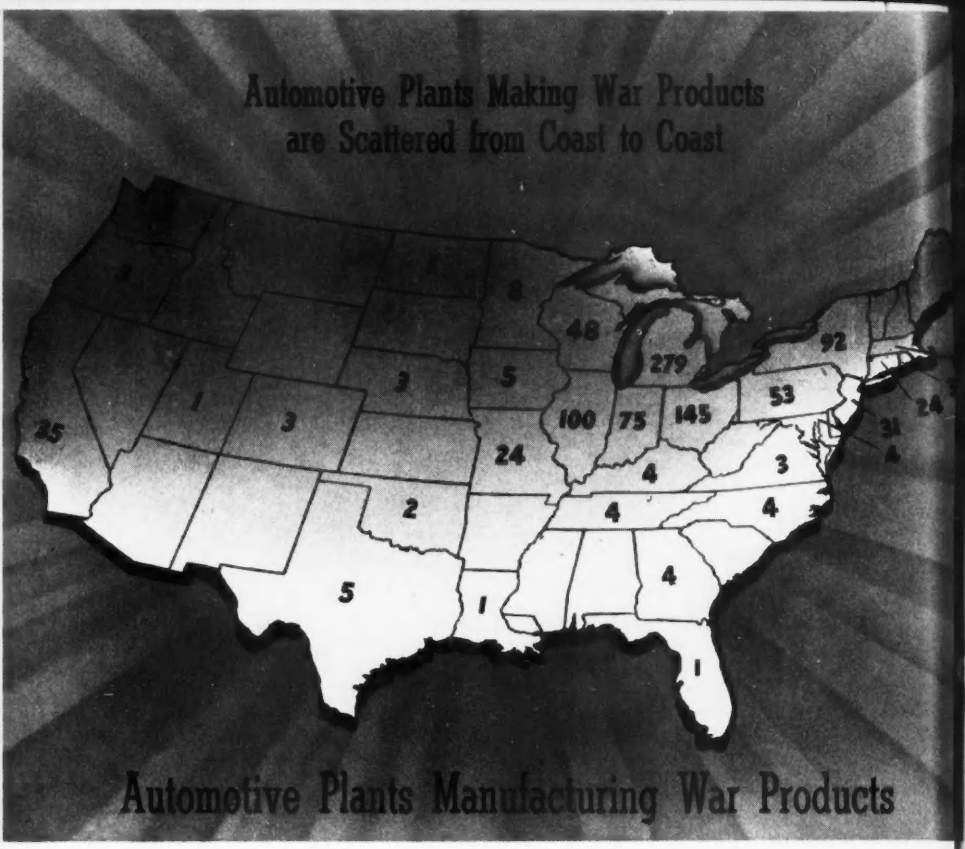
SOURCE: Office of War Information, War Production Board, Detroit.

Auto Industry Deliveries of War Products Sharply Up



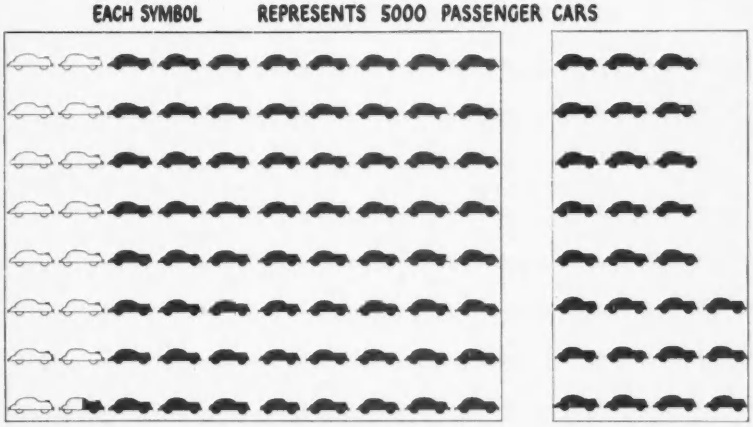
June Annual Rate of War Output by Auto Industry Equals Highest Year of Civilian Production





	Motor Vehicle (Including Parts Subsidiaries)	Automotive Parts	Total Plants		Motor Vehicle (Including Parts Subsidiaries)	Automotive Parts	Total Plants
California	10	25	35	New Jersey	9	22	31
Colorado	1	2	3	New York	17	75	92
Connecticut	2	22	24	North Carolina	2	2	4
Florida	..	1	1	North Dakota	1	..	1
Georgia	3	1	4	Ohio	26	119	145
Illinois	9	91	100	Oklahoma	1	1	2
Indiana	16	59	75	Oregon	1	2	3
Iowa	..	5	5	Pennsylvania	7	46	53
Kentucky	1	3	4	Rhode Island	..	3	3
Louisiana	..	1	1	Tennessee	2	2	4
Maryland	2	2	4	Texas	2	3	5
Massachusetts	1	17	18	Utah	1	..	1
Michigan	65	214	279	Virginia	2	1	3
Minnesota	1	7	8	Washington	2	1	3
Missouri	7	17	24	Wisconsin	9	39	48
Nebraska	1	2	3	Total	201	785	986

536,105 New Cars in Stock February 28, 1942



135,081 cars, not to be rationed until March 1, 1943.
401,021 cars, inventory as of February 28, 1942.
78,504 cars released from inventory to April 30, 1942.

New Passenger Cars Rationed

1. Stocks of cars to be rationed before February 28, 1943	401,021
2. Approximate number of new passenger cars under Rationing Order No. 2, covering sales in process on January 1, 1942	30,000
3. Number of cars released under Rationing Order No. 2A up to April 30, 1942	44,929
4. Released to government, and non-quota to April 30	3,575
Total inventory subject to rationing April 30	322,517
Total inventory subject to rationing, July 1, (Estimated by O.P.A.)	260,000

(SOURCE: Automobile Rationing Branch, Office of Price Administration)

136,747 New Trucks in Stock June 13, 1942 To Last Until December, 1943.

	Light	Medium	Heavy	Total
1. Civilian Trucks released up to May 23	2,567	6,804	3,249	12,620
2. Released under Government permits to May 23	5,546	7,745	2,437	15,728*
3. Inventory of new trucks, May 23, 1942	39,700	95,675	9,100	144,475
4. Civilian trucks released May 24 to June 13	1,091	2,622	527	4,240
5. Released under Government permits, 5/24 to 6/13	1,283	1,834	371	3,488
6. Inventory June 13, 1942	37,326	91,219	8,202	136,747

*Not including 2,011 ambulances and station wagons released under Government exemption permits.

(SOURCE: Press Releases by Automotive Branch, War Production Board)

War Products Produced byth

Aircraft Cannon
Aircraft Engines
Aircraft Engine Bearings
Aircraft Engine Parts
Aircraft Propellers
Aircraft Propeller Sub-Assemblies
Aircraft Control Instruments
Aircraft Machine Guns
Aircraft Struts
Aircraft Ignition Testers
Airframes
Air Compressors
Air Coolers
Air Pumps
Air Raid Sirens
Aluminum Alloy Castings
Aluminum Alloy Forgings
Aluminum Alloy Rods
Ambulances
Ammunition Box Parts
Ammunition Hoists
Amphibian Tanks
Amphibian Tank Radiators
Aneroid Valves
Anti-Aircraft Guns and Parts
Anti-Tank Mines
Anti-Tank Mine Fuzes
Armored Cars
Armor-Piercing Bullet Cores
Armor Plate
Artillery Ammunition and Components
Artillery Prime Movers
Assault Boat Carriers
Automatic Pilots
Autosyn Motors

Ball Bearings
Balloon Winches
Batteries
Battery Chargers
Bayonet Scabbards
Black-Out Lamps
Blowers
Bomb Bay Doors
Bomb Components
Bomb Loading Trailers
Bomb Shackle Assemblies
Bomb Tails
Bomber Jacks
Bombers
Bomber Sub-Assemblies
Boring and Turning Mills
Bracket Assembly for Gun Trunnions
Breech Housings
Bullet Cores
Buses
Bushings

Cavalry Auxiliaries
Cantonment Furnaces
Carbines
Carburetors
Cargo Body Trucks
Cargo Vessels (10,000 ton)
Cartridge Cases
Cartridge Clips
Casing Bursters
Catapult Bearings
Command Radio Cars
Command Reconnaissance Cars
Communication Equipment
Control Wheels
Cord Winders
Crash Trucks
Current Regulators

Dies
Diesel Engines for Navy
Ducts for Heavy Bombers
Dump Trucks

Earth Borer Trucks
Electrical Power Plant Trucks
Engine Hoists
Exhaust Manifolds

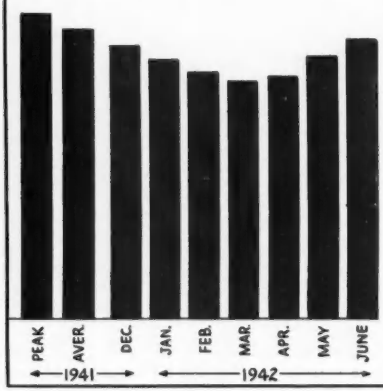
Field Artillery
Field Kitchen Trucks
Field Machine Guns
Field Radio Cars
Field Ranges and Parts
Fighter Aircraft
Fire Engines
Fire Fighting Equipment
Fixtures
Flaps for Heavy Bombers
Flood Lighting Trucks
Flywheel Assemblies
Forgings
Fuel Pumps
Fuel Strainers
Fuzes

Gas Mask Components
Gauges
Gear Boxes
Generators
Grinders
Gun Carriages
Gun Control Equipment
Gun Firing Solenoids
Gun Mounts and Parts
Gun Shoulder Rests
Gun Sights
Gun Synchronizers
Gun Turrets
Gyroscopes

ythe Automotive Industry

Half-Track Trucks
Hatch Covers for Bombers
Heat Exchangers
Helmets
Helmet Liners
Hydraulic Control Valves
Ignition Systems and Parts
Incendiary Bomb Noses
Inner Wings for Heavy Bombers
Instrument Bearings
Instrument Panels
Jeeps
Jigs
Landing Brake Flaps
Landing Gears for Bombers
Lathes
Machine Shop Trucks
Machine Gun Tripods
Machine Tools
Machining
Magnesium
Magnesium Castings
Magnetos
Manifold Assemblies
Marine Engines for Surface Vessels
Marine Equipment
Marine Instruments
Marine Propellers
Marine Engine Propeller Shafts
Mess Kits
Metallic Link Belts
Mobile Field Hospital Units
Mobile Optical Units
Nacelles for Bombers
Naval Gun Housings
Navy Fighter Wings
Navy Fighter Tail Sections
Navy Pontoons
Navy Warning Signals
Oil Coolers
Oil Filters
Oxygen Cylinders
Personnel Carriers
Pigeon Loft Trucks
Pole Setter Trucks
Portable Gasoline Pumps
Powdered Metal Bearings
Practice Shells
Primers
Prisms
Pump Assemblies
Radiators
Radios
Radio Compasses
Range Correction Boards
Recoil Mechanisms
Refrigerators and Parts
Regulators
Roller Bearings
Scout Cars
Searchlight Reflectors
Semi-Trailers
Shapers
Shell Boosters
Shell Casings
Shell Forgings
Shell Housings
Shell Hoists
Shells
Shot
Signal Parts
Solenoids for Bomb Release
Solenoid Switch Starters
Spark Plugs
Staff Cars
Stampings
Stationary Engines
Starting Motors
Steel Castings
Steering Gears
Submarine Diesel Engines
Tank Artillery
Tanks and Parts
Tank Cannon
Tank Engines
Tank Transmissions
Tank Transporter Trucks
Tank Trucks (Oil and Gas)
Tank Turrets
Tank Tracks
Telephone Exchange Trucks
Telephone Maintenance Trucks
Tent Heaters
Tool Kits
Tools
Torpedo Parts
Torpedoes
Tractor Trucks
Trailers
Trailer Unit-Fire Fighting Pumpers
Transport Aircraft
Trench Mortar Shells
Troop Transport Trucks
Truck Tire Chains
Turrets for Bombers
Water Coolers
Water Filtration Trucks
Wheel and Brake Assemblies
Wings, Army Fighter Planes
Wing Sections, Attack Bombers
Wing Tips for Bombers
Wrecker Trucks

June 1942 Employment Near 1941 Average



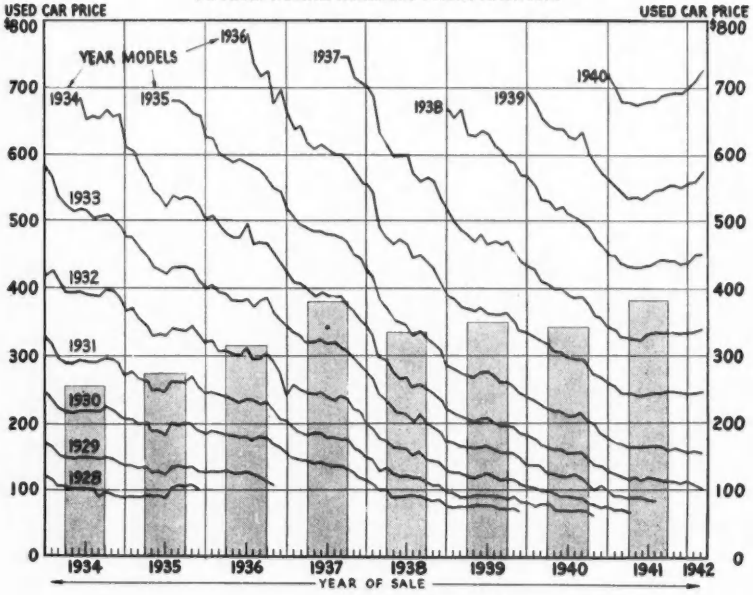
Monthly Employment in All U. S. Plants of Motor Vehicle And Body Companies

	Average No. of Wage Earners
Peak Mo.—June 1941	514,360
Average—1941	487,145
December, 1941	460,868
January, 1942	437,269
February	406,411
March	402,335
April	418,781
May (p)	444,000
June (p)	470,000

(p)—Preliminary

Used Car Prices by Year Models

SOURCE: National Automobile Dealers Association



Bars represent annual average used car prices.

78 to 100% of Workers Drive by Automobile to Vital War Plants

Aircraft Plant—92 per cent of the 50,000 workers reach the plant by private automobile. The average one-way trip is 10.8 miles. Buses and street cars carry only 3.4 per cent of the workers.

Tank Plant—Access to plant is solely by passenger car. Today 1,800 workers drive twenty miles to and from their jobs every day, and 3,500 more will be doing so shortly.

Naval Ordnance—95 per cent of the 7,000 employees are brought to their work by highway transportation.

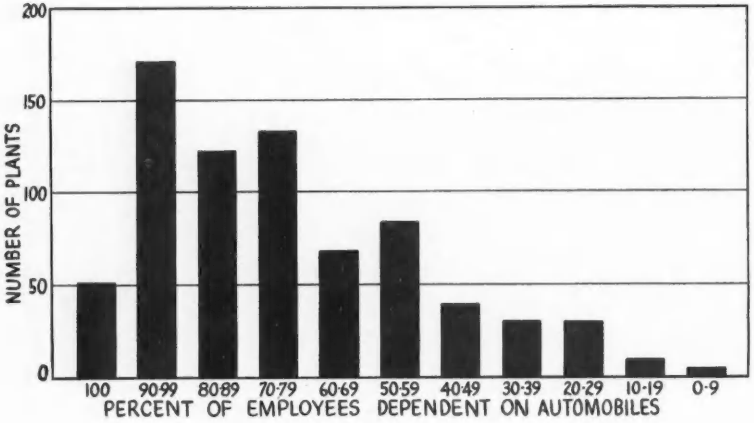
Aircraft Plant—During January, 1942, almost all of the employees were driving to work in 10,400 passenger vehicles. A total of 350 were using six buses. Since that date employment has increased to more than 40,000.

Aircraft Engine Plant—84 per cent of all employees commute by automobile. 40 per cent could not get there any other way.

Navy Yard—3,000 workers travel by automobile between 60 to 85 miles round trip daily.

Aircraft Engine Plant—78 per cent of the workers arrive by automobile.

75% of Michigan War Workers Depend on Private Automobiles

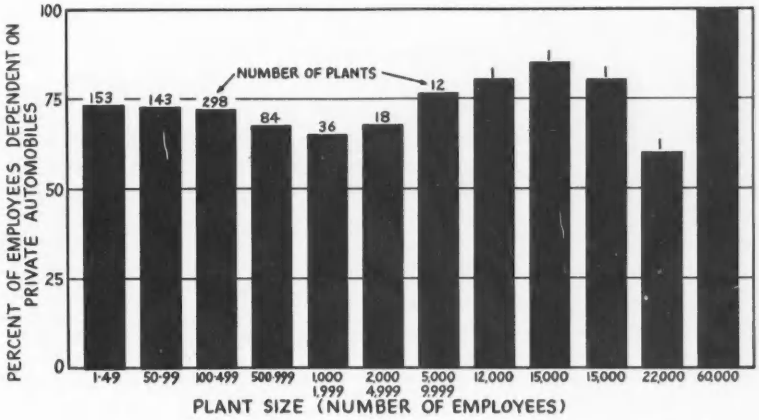


Workers in Smaller Cities are More Dependent on Automobiles

Area	Number of War Plants Surveyed	Per Cent of Workers Using Cars to Work
Detroit	381	61%
Detroit Area Outside Detroit	99	89
Detroit Area Including Detroit	480	74
Grand Rapids	31	63
Flint	7	83
Saginaw	14	84
Lansing	15	78
Pontiac	11	83
Kalamazoo	14	84
Jackson	27	75
Muskegon	16	68
Bay City	9	70
Battle Creek	10	83
Port Huron	6	63
Ann Arbor	9	71
Monroe	5	91
Adrian	6	85
Grand Haven	9	82
All Other	80	72
All Plants	749	75%

SOURCE: "The Transportation of Materials and Workers in War Industries in Michigan"; Michigan State Highway Department.

A Higher Percentage of Workers in Large War Plants Drive to Jobs in Automobiles



Comments from the Michigan Highway Department Survey

"It was further found that, to an amazing extent, workers in the industries were dependent on the use of the automobile to get to and from work.

". . . Almost every worker owns his own car. His dependence on using his car to get to the job has caused him to disregard the proximity of his residence to the place of his work. One out of every five workmen in Detroit lives more than ten miles from the factory. . . .

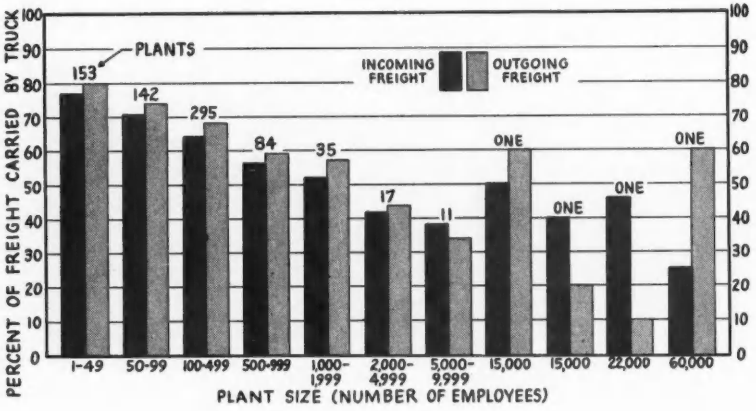
"The 749 plants surveyed employ 434,684 persons. Of these, 326,649 or 75%, come to work in their cars. In 633 plants—85% of the total number of plants—more than half the employees use and depend on their motor cars to come to the job. . . .

"These facts indicate that out of 850,000 wage earners employed in Michigan industries, 635,000 are dependent on the private automobile to get to work. The magnitude of this dependence makes apparent how closely the worker's car is woven into the industrial fabric of the state."

SOURCE: "The Transportation of Materials and Workers in War Industries in Michigan", Michigan State Highway Department.

Motor Trucks Are Lifeline

Per Cent of War Freight Carried by Truck at 741 Michigan Factories



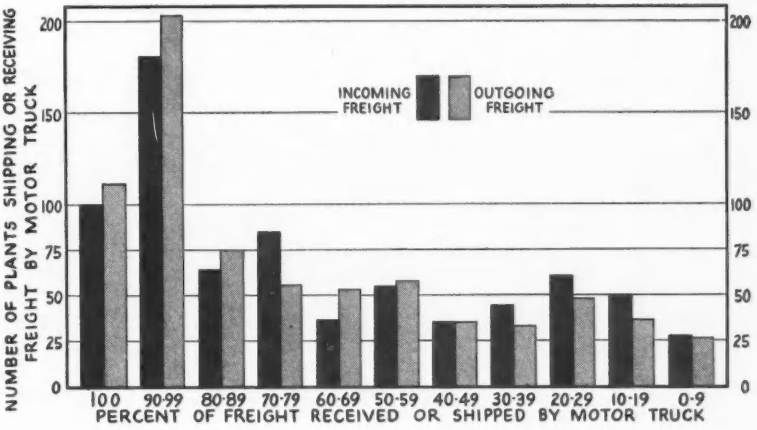
" . . . It was learned that the use of the motor truck entered into the mass production process in such a way that it was as vital to that process as any machine in the factory or as any part of the assembly line. In fact, the truck was actually a part of the assembly line itself, extending from factory to factory, connecting sources of supply of semi-fabricated materials and even raw materials. The motor truck effects the linking together of a maze of interdependencies that is mass production.

" . . . The extent to which the mass production process is being utilized to meet the requirements of war is illustrated by two examples. One Michigan firm makes automatic cannon, comprising 127 parts. Only three of those parts are manufactured by the prime contractor. In another city, a plant is building an anti-aircraft gun made up of 200 parts, but 180 of them are fabricated in other factories. The bringing together of the parts for assembly is accomplished largely by truck movement. They may be small or large parts and usually require no more packing than when shifting them from one part of a plant to another part of the same plant. The flexibility of the truck for out-of-plant and into-plant shipments definitely stamps it as an integral part of mass production."

From "The Transportation of Materials and Workers in War Industries in Michigan."

# of War Production Industries

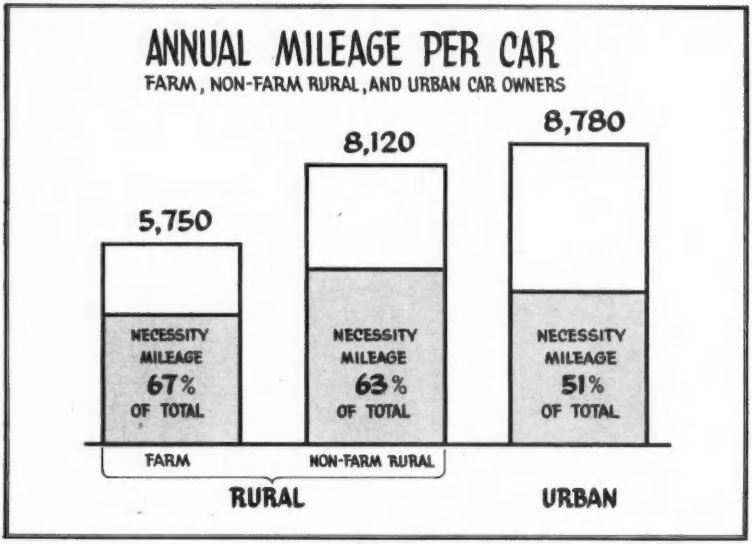
Distribution According to Per Cent of War Freight Carried by Truck



Per Cent of Total Shipments	Incoming Freight: Number of War Plants	Incoming Freight: Cumulated Number	Incoming Freight: Per Cent of Plants	Outgoing Freight: Number of War Plants	Outgoing Freight: Cumulated Number	Outgoing Freight: Per Cent of Plants
100	100	100	13.5%	112	112	15.1%
90 and under 100	181	281	37.9%	204	316	42.6%
80 and under 90	63	344	46.4%	75	391	52.8%
70 and under 80	84	428	57.8%	57	448	60.5%
60 and under 70	37	465	62.8%	54	502	67.7%
50 and under 60	55	520	70.2%	59	561	75.7%
40 and under 50	36	556	75.0%	36	597	80.6%
30 and under 40	45	601	81.1%	34	631	85.2%
20 and under 30	62	663	89.5%	48	679	91.6%
10 and under 20	50	713	96.2%	35	714	96.4%
Less than 10	28	741	100.0%	27	741	100.0%
Total	741	—	65.2%	741	—	69.0%

SOURCE: Michigan State Highway Department: "The Transportation of Materials and Workers in War Industries in Michigan." Survey as of January and February 1942.

67% Farm Car Mileage for Necessity Purposes



Wage Earners Average 385 Trips Yearly

Drive 3782 Miles for Necessity Purposes

ROUND TRIPS PER YEAR

Number of Trips	Per Cent of Cars
Less than 200	20%
200— 400	44
400— 600	19
600— 800	9
800—1,000	3
1,000—1,500	3
1,500 and over	2
385	100%

MILES PER YEAR

Number of Miles	Per Cent of Cars
Less than 2,000	37%
2,000— 4,000	30
4,000— 6,000	15
6,000— 8,000	8
8,000—10,000	4
10,000—15,000	4
15,000 and over	2
3,782	100%

NOTE: Table based on special six-state analysis of data gathered by state highway departments through the cooperation of the U. S. Public Roads Administration. Because the data was obtained prior to 1939 the figures do not reflect the expanded load on transportation resulting from the war program.

"Necessity Purposes" refers to driving to and from work, business trips, shopping, hauling and related economic pursuits.

Non-Farm Rural Car Use Similar to Urban Car Use

(See Chart, Page 20)

ANNUAL AVERAGE MILEAGE PER CAR

Purpose of Use	Farmers Miles	Farmers Per Cent	Non-Farm Rural Miles	Non-Farm Rural Per Cent	Urban Miles	Urban Per Cent
All Use	5,750	100%	8,120	100%	8,780	100%
Total Necessity Use	3,837	67	5,085	63	4,431	51
To Work	223	4	1,739	21	1,481	17
Business Trips	2,997	52	2,790	34	2,496	28
Shopping	285	5	382	5	315	4
Hauling and to Market	113	2	42	1	54	1
To School	101	2	63	1	39	*
To Church	118	2	69	1	46	1

ANNUAL AVERAGE ROUND TRIPS PER CAR

Purpose of Use	Farmers Trips	Farmers Per Cent	Non-Farm Rural Trips	Non-Farm Rural Per Cent	Urban Trips	Urban Per Cent
All Use	392	100%	514	100%	605	100%
Total Necessity Use	307	78	395	77	462	76
To Work	25	6	165	32	227	38
Business Trips	220	57	166	32	153	25
Shopping	24	6	40	8	55	9
Hauling and to Market	9	2	4	1	7	1
To School	13	3	9	2	8	1
To Church	16	4	11	2	12	2

*Less than one-half of one per cent.

14% of Passenger Cars Owned by Rural Non-Farm Residents

	Number	Per Cent
A. Passenger cars on farms①	4,144,136	15.1%
B. Non-farm rural passenger cars (C minus A)	3,734,910	13.7
C. Passenger cars in rural and unincorporated areas②	7,879,046	28.8
D. Passenger cars in urban areas (E minus C)	19,493,351	71.2
E. Total passenger cars in U. S.②	27,372,397	100.0%

① U. S. Census of Agriculture.
② U. S. Public Roads Administration.

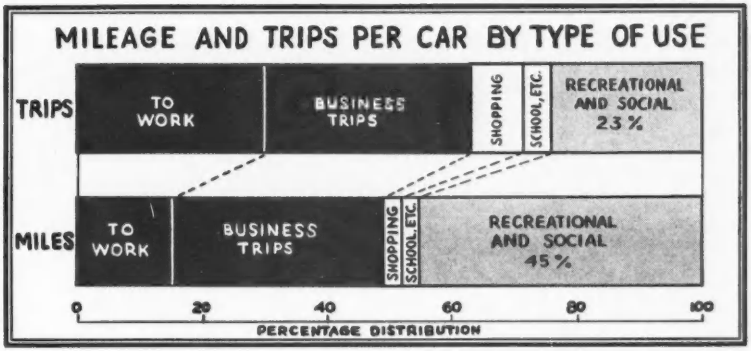
Oldest Cars Have High Percentage of Necessity Driving

Age of Car	Average Annual Miles Per Year: Necessity Uses Miles	Necessity Uses Percent	Recreational and Social Miles	Recreational and Social Percent	Total Mileage	Average Annual Round Trips Per Year: Necessity Uses Trips	Necessity Uses Percent	Recreational and Social Trips	Recreational and Social Percent	Total Trips
One Year	5,893	55%	4,875	45%	10,768	478	77%	141	23%	619
Two Years	5,262	55	4,366	45	9,628	481	77	139	23	620
Three Years	4,655	54	3,937	46	8,592	458	77	135	23	593
Four Years	4,334	53	3,772	47	8,106	468	78	136	22	604
Five Years	4,027	53	3,597	47	7,624	410	75	135	25	545
Six Years	3,751	53	3,332	47	7,083	392	75	132	25	524
Seven Years	3,620	54	3,098	46	6,718	376	75	120	25	496
Eight Years	3,288	57	2,516	43	5,804	360	77	108	23	468
Nine Years and Over	2,916	61	1,854	39	4,770	328	78	89	22	417
All Ages	4,479	55	3,707	45	8,186	422	77	128	23	550

Commercial Travelers Have Highest Mileages, Physicians Most Trips

Occupation	Average Annual Miles Per Year: Necessity Uses Miles	Necessity Uses Percent	Recreational and Social Miles	Recreational and Social Percent	Total Mileage	Average Annual Round Trips Per Year: Necessity Uses Trips	Necessity Uses Percent	Recreational and Social Trips	Recreational and Social Percent	Total Trips
Farmers	3,837	67%	1,913	33%	5,750	307	78%	85	22%	392
Laborers	3,782	49	3,875	51	7,657	385	74	135	26	520
Physicians	8,640	67	4,292	33	12,932	842	89	105	11	947
Legal Profession	7,940	62	4,958	38	12,898	477	77	139	23	616
Insurance and Real Estate	9,063	72	3,555	28	12,618	695	86	115	14	810
Commercial Travelers	15,205	81	3,586	19	18,791	528	86	83	14	611
Other Sales (excludes clerks)	8,189	67	4,114	33	12,303	558	81	127	19	685
All Other	4,386	51	4,264	49	8,650	447	77	136	23	583
All Occupations	4,457	55	3,682	45	8,139	414	77	125	23	539

Over Half of Car Mileage for Necessity Uses



Purposes of Passenger Car Uses

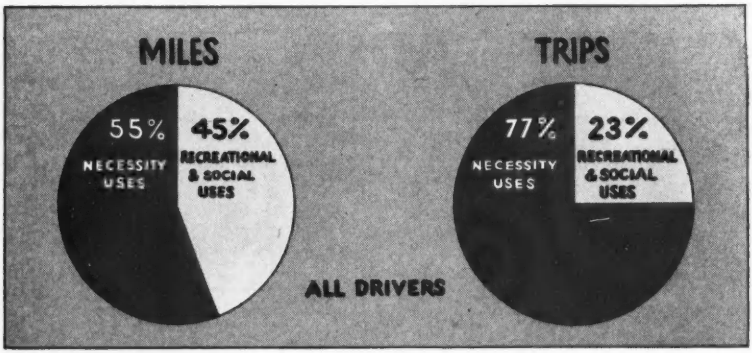
Purpose	Miles: Annual Average Per Car	Miles: Percent of Total	Round Trips: Annual Average Per Car	Round Trips: Percent of Total
To Work	1,295	16%	179	33%
Business Trips	2,662	32	167	30
Shopping	335	4	47	9
Hauling and to Market	64	1	7	1
To School	57	1	9	2
To Church	63	1	12	2
Total Necessity Use	4,479	55	422	77
Recreational and Social	3,707	45	128	23
Total—All Uses	8,186	100	550	100

95% of Passenger Cars Employed Partly or Wholly on Necessity Trips

Type of Use	Percent of Cars Used for Indicated Purpose*: Rural Areas	Urban Areas	All Areas
To Work	28%	59%	48%
Business Trips	80	54	63
Shopping	31	42	38
To School	8	6	7
To Church	27	21	23
Necessity Use—Any Type	97%	94%	95%

*The percentages shown for individual types of use are under-statements due to the fact that many trips represent combinations of several purposes. For example, a passenger car may be used to take children to school on the way to work. Such use would generally be reported as "to work" only.

77% of Automobile Trips for Necessity Uses



89% of Passenger Cars Used Over 10% of Time for Business Purposes

One Third Used Over 70% of Time for Business

Per Cent of Mileage on Business	Passenger Cars	
	Per Cent	Cumulative %
0.0	6.4	100.0
0.1— 10.0	4.7	93.6
10.1— 20.0	7.2	88.9
20.1— 30.0	8.2	81.7
30.1— 40.0	9.1	73.5
40.1— 50.0	9.8	64.4
50.1— 60.0	10.3	54.6
60.1— 70.0	10.4	44.3
70.1— 80.0	10.3	33.9
80.1— 90.0	9.7	23.6
90.1—100.0	13.9	13.9
Total	100.0	

(SOURCE: Data for 38 states compiled from Statewide Highway Planning Surveys, U. S. Public Roads Administration)

Car Mileage for Business Purposes Averages 57% for all States

In Millions of Miles	PASSENGER CAR TRAVEL					TOTAL TRAVEL FOR BUSINESS PURPOSES	
State	Total for All Purposes	Social, Recreational Purposes	Business Purposes	Per Cent Business	Truck and Bus Travel	Cars, Trucks and Buses	Per Cent
Ala.	3,193	723	1,601	68.9	869	2,470	77.4
Ariz.	1,219	380	549	59.1	290	839	68.8
Ark.	2,323	446	1,206	73.0	671	1,877	80.8
Calif.	22,558	7,816	11,725	60.0	3,017	14,742	65.4
Colo.	2,901	892	1,492	62.6	517	2,009	69.3
Conn.	5,123	1,949	2,461	55.8	713	3,174	62.0
Del.	787	162	477	74.6	148	625	79.4
Fla.	5,230	1,793	2,414	57.4	1,023	3,437	65.7
Ga.	5,283	1,505	2,796	65.0	982	3,778	71.5
Idaho	1,199	296	597	66.8	306	903	75.3
Ill.	20,115	8,744	8,102	48.1	3,269	11,371	56.5
Ind.	7,458	2,615	3,171	54.8	1,672	4,843	64.9
Iowa	5,814	2,055	2,814	57.8	945	3,759	64.7
Kans.	4,962	1,795	2,304	56.2	863	3,167	63.8
Ky.	4,167	1,120	2,044	64.6	1,003	3,047	73.1
La.	3,434	794	1,861	70.1	779	2,640	76.9
Me.	1,798	509	857	62.7	432	1,289	71.7
Md.	4,055	938	2,343	71.4	774	3,117	76.9
Mass.	10,598	3,898	4,922	55.8	1,778	6,700	63.2
Mich.	14,785	5,871	6,727	53.4	2,187	8,914	60.3
Minn.	6,771	2,991	2,527	45.8	1,253	3,780	55.8
Miss.	2,488	525	1,226	70.0	737	1,963	78.9
Mo.	8,268	2,418	4,136	63.1	1,714	5,850	70.8
Mont.	1,425	408	694	63.0	323	1,017	71.4
Nebr.	3,374	981	1,620	62.3	773	2,393	70.9
Nev.	366	97	187	65.9	82	269	73.5
N. H.	996	319	468	59.5	209	677	68.0
N. J.	12,243	4,470	5,643	55.8	2,130	7,773	63.5
N. M.	1,193	403	504	55.6	286	790	66.2
N. Y.	26,086	9,371	11,830	55.8	4,885	16,715	64.1
N. C.	5,972	1,675	3,111	65.0	1,186	4,297	72.0
N. D.	1,152	348	577	62.4	227	804	69.8
Ohio	16,420	7,040	6,873	49.4	2,507	9,380	57.1
Okla.	5,240	1,265	3,068	70.8	907	3,975	75.9
Ore.	2,957	1,112	1,381	55.4	464	1,845	62.4
Penn.	19,841	7,434	9,384	55.8	3,023	12,407	62.5
R. I.	1,948	747	942	55.8	259	1,201	61.7
S. C.	2,983	864	1,605	65.0	514	2,119	71.0
S. D.	1,433	460	608	56.9	365	973	67.9
Tenn.	5,451	1,415	2,833	66.7	1,203	4,036	74.0
Texas	17,056	5,103	7,252	58.7	4,701	11,953	70.1
Utah	1,483	536	657	55.1	290	947	63.9
Vt.	772	223	369	62.3	180	549	71.1
Va.	4,602	1,310	2,330	64.0	962	3,292	71.5
Wash.	4,445	1,413	2,314	62.1	718	3,032	68.2
W. Va.	3,202	1,073	1,354	55.8	775	2,129	66.5
Wis.	6,972	2,913	2,866	49.6	1,193	4,059	58.2
Wyo.	708	237	306	56.4	165	471	66.5
D. C.	1,478	441	844	65.7	193	1,037	70.2
Total...	**294,327**	**101,893**	**137,972**	**57.5**	**54,462**	**192,434**	**65.4**

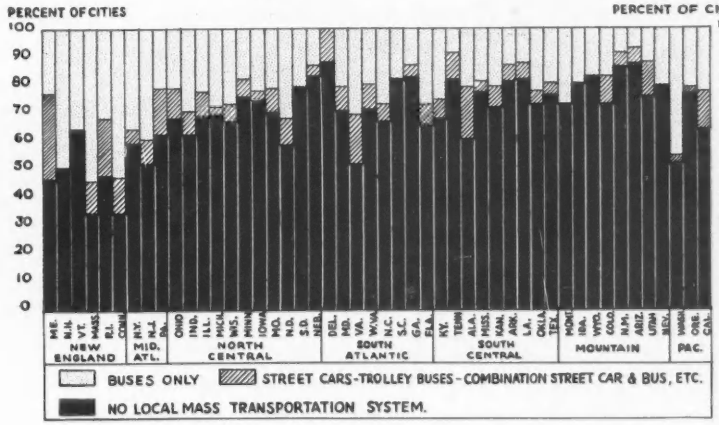
SOURCE: "Public Roads", April 1941, published by the U. S. Public Roads Administration.

2,314 U. S. Cities with Population of

State	No. of Cities Without Local Mass Transp. Systems — Population Class① 25,000 and Over	15,000 and Under 25,000	10,000 and Under 15,000	2,500 and Under 10,000④	Total Urban②	Urban Population Not Served	Percent Not Served — Cities	Urban Population
Ala.	..	1	1	37	39	202,518	66.1	23.7
Ariz.	..	..	..	14	14	71,749	87.5	41.2
Ark.	..	1	..	42	43	202,901	81.1	47.0
Calif.	1	..	8	99	108	666,740	64.7	13.6
Colo.	..	..	..	22	22	112,487	73.3	19.0
Conn.	..	..	3	8	11	77,101	34.4	6.7
Del.	..	..	..	7	7	26,928	87.5	19.3
Fla.	..	..	4	41	45	231,331	64.3	22.1
Ga.	..	1	6	56	63	339,262	80.8	31.6
Idaho	..	..	3	18	21	101,140	80.8	57.2
Ill.	..	..	9	144	153	829,185	73.6	14.3
Ind.	..	..	4	57	61	318,094	62.2	16.9
Iowa	..	..	1	65	66	305,470	74.2	28.2
Kan.	..	..	5	41	46	248,369	71.9	32.9
Ky.	..	..	2	36	38	201,722	67.9	23.8
La.	..	1	2	42	45	260,073	83.3	26.5
Me.	..	..	..	12	12	63,966	46.2	18.6
Md.	..	..	2	15	17	94,624	70.8	8.8
Mass.	1	..	6	35	42	324,869	34.4	8.4
Mich.	1	..	9	77	87	509,991	69.6	14.8
Minn.	..	..	1	58	59	280,093	75.6	20.1
Miss.	..	..	2	34	36	176,015	75.0	40.7
Mo.	..	..	3	57	60	303,014	69.0	15.5
Mont.	..	..	..	17	17	76,756	73.9	36.3
Neb.	..	..	4	26	30	156,711	83.3	30.5
Nev.	..	..	..	4	4	21,974	80.0	50.8
N. H.	..	..	1	8	9	57,087	50.0	20.2
N. J.	1	2	3	87	93	541,530	52.2	16.0
N. M.	..	..	2	17	19	107,145	86.4	60.7
N. Y.	..	3	6	110	119	646,938	58.6	5.8
N. C.	..	2	4	45	51	275,846	67.1	28.3
N. D.	..	..	..	7	7	40,302	58.3	30.5
Ohio	..	1	10	115	126	730,212	67.7	15.8
Okla.	..	1	5	48	54	286,558	73.0	32.6
Ore.	..	..	1	25	26	119,235	76.5	22.4
Pa.	..	4	16	201	221	1,265,618	62.3	19.2
R. I.	1	..	4	4	9	98,828	47.4	15.1
S. C.	..	2	1	38	41	212,057	82.0	45.5
S. D.	..	..	3	12	15	83,083	78.9	52.6
Tenn.	..	..	2	45	47	227,117	82.5	22.1
Tex.	..	..	8	142	150	754,293	76.5	25.9
Utah	..	..	..	19	19	77,595	76.0	25.4
Vt.	..	..	..	9	9	48,034	64.3	39.0
Va.	..	..	2	25	27	134,713	50.9	14.3
Wash.	..	..	1	20	21	94,871	52.5	10.3
W. Va.	..	..	2	30	32	155,522	71.1	29.1
Wisc.	..	..	5	58	63	310,704	67.7	18.5
Wyo.	..	..	2	8	10	53,139	83.3	56.8
Total	5	19	153	2,137	2,314	12,523,510	66.8	16.8

See footnotes on opposite page.

# of 12,524,000 Depend on Private Cars

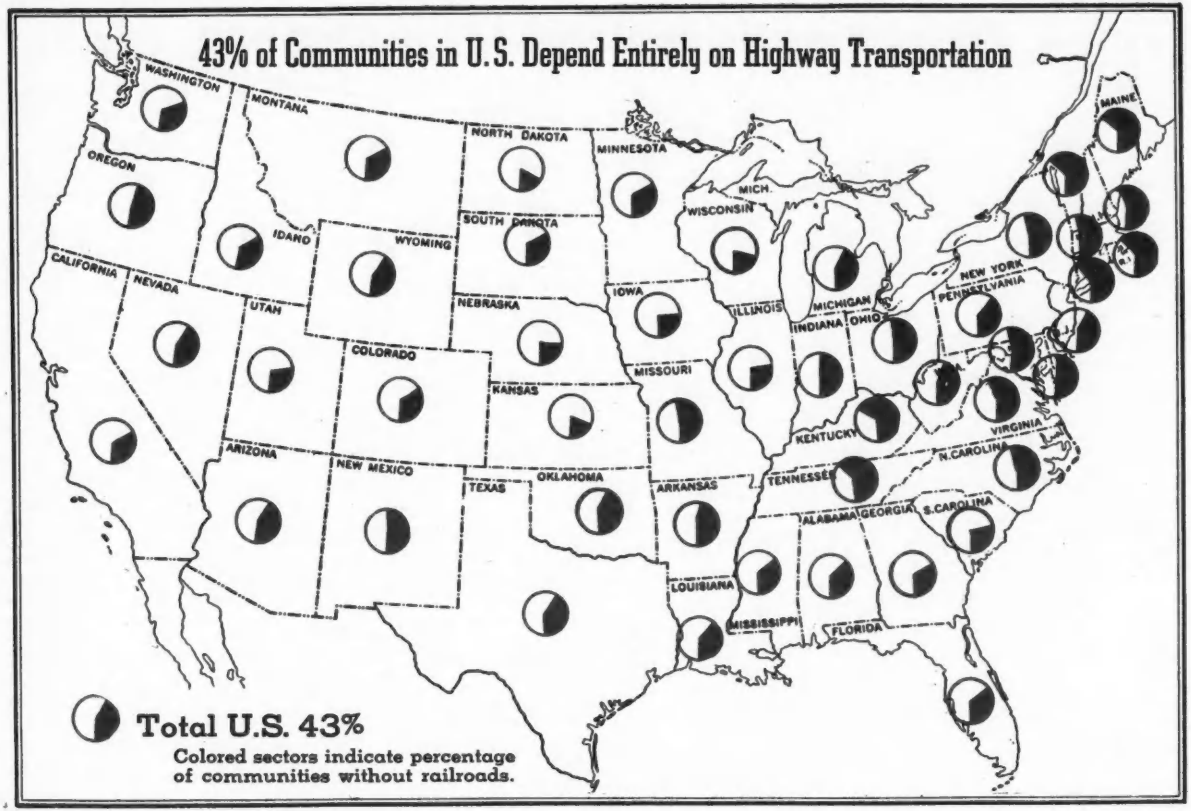


Motor Buses Serve Most Cities Having Local Mass Transportation

Cities by Population Group	Total Cities in U. S.		Number of Cities Having Local Mass Transportation Systems②					③No Local Mass Transportation	
	Number	Population①	Street Cars	Trolley Buses	Motor Buses	Buses Only	Net Total	No. of Cities	Population
			(a)	(b)	(c)	(d)	(e)		
1,000,000 & over	5	15,910,866	5	3	5	...	5	....	.....
250,000—1,000,000	32	14,284,473	28	4	32	4	32	.....	.....
100,000—250,000	55	7,792,650	20	5	54	34	55	.....	.....
50,000—100,000	107	7,343,917	42	8	106	65	107	.....	.....
25,000—50,000	213	7,417,093	32	5	201	176	208	5	131,662
15,000—25,000	291	5,461,429	30	5	263	242	272	19	340,323
10,000—15,000	374	4,505,469	29	4	213	192	221	153	1,775,948
2,500—10,000④	2,387	11,707,805	29	16	216	193	250	2,137	10,275,577
Total Urban	3,464	74,423,702	215	50	1,090	906	1,150	2,314	12,523,510

This data compiled by the Automobile Manufacturers Association.

①—Population and number of places from Bureau of Census, 1940.
②—Figures in columns a, b, and c may include a combination of more than one type.
③—575 cities having only interurban service are considered as not having an adequate local mass transportation system.
④—807 cities estimated on basis of 1580 replies.


43% of Communities in U.S. Depend Entirely on Highway Transportation
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
ARIZONA
COLORADO
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICH.
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
S.CAROLINA
N.CAROLINA
VIRGINIA
NEW YORK
PENNSYLVANIA
MAINE
Total U.S. 43%
Colored sectors indicate percentage of communities without railroads.

54,000 U.S. Communities Depend Entirely on Motor Vehicles

(1940 Analysis of Communities and Population Indicating Number Without Railroads)

	COMMUNITIES			POPULATION		
	Total Communities	Not served by RR Number	% of all	1940 Non-farm Population	Not served by RR Population	% of all
Ala.	2,847	1,166	41.0	1,494,297	147,206	9.9
Ariz.	901	383	42.5	385,239	37,515	9.7
Ark.	3,160	1,462	46.3	838,380	101,606	12.1
Calif.	5,533	1,868	33.8	*6,271,104	300,263	4.8
Colo.	2,461	882	35.8	871,604	54,099	6.2
Conn.	746	457	61.3	1,613,617	142,894	8.9
Del.	275	135	49.1	220,832	23,033	10.4
Fla.	2,600	912	35.1	*1,593,652	133,063	8.3
Ga.	3,216	1,176	36.6	1,759,757	128,383	7.3
Idaho	1,316	481	36.6	*323,742	31,560	9.7
Ill.	4,402	1,181	26.8	*6,931,473	129,022	1.9
Ind.	3,184	1,580	49.6	2,615,145	100,149	3.8
Iowa	2,232	587	26.3	1,621,500	36,707	2.3
Kans.	2,190	426	19.5	1,196,250	32,921	2.8
Ky.	4,494	2,962	65.9	*1,586,083	199,027	12.5
La.	2,982	1,179	39.5	1,513,498	74,216	4.9
Me.	1,880	1,175	62.5	681,776	187,585	27.5
Md.	1,976	1,069	54.1	1,578,184	137,959	8.7
Mass.	1,708	913	53.5	*4,226,069	287,268	6.8
Mich.	3,662	1,540	42.1	*4,390,932	162,519	3.7
Minn.	2,487	851	34.2	1,886,860	58,631	3.1
Miss.	2,486	869	35.0	783,902	60,529	7.7
Mo.	4,203	2,235	53.2	2,666,020	136,655	5.1
Mont.	1,658	580	35.0	383,749	32,358	8.4
Nebr.	1,348	337	25.0	820,387	13,610	1.7
Nev.	597	248	41.5	94,622	12,214	12.9
N. H.	728	419	57.6	429,775	56,866	13.2
N. J.	1,823	797	43.7	4,027,946	281,077	7.0
N. M.	1,166	599	51.4	354,704	104,867	29.6
N. Y.	5,347	2,883	53.9	*12,788,550	525,178	4.1
N. C.	3,544	1,895	53.5	*1,920,426	198,960	10.4
N. D.	1,071	197	18.4	314,437	7,754	2.5
Ohio	4,027	2,074	51.5	*5,841,955	497,911	8.5
Okla.	2,171	948	43.7	1,409,693	77,471	5.5
Ore.	1,945	941	48.4	833,401	62,244	7.5
Pa.	9,276	4,066	43.8	*8,997,115	835,435	9.3
R. I.	293	183	62.5	703,553	129,212	18.4
S. C.	1,903	556	29.2	986,492	85,933	8.7
S. D.	985	343	34.8	336,291	13,380	4.0
Tenn.	3,196	2,023	63.3	1,643,897	176,461	10.7
Texas	6,973	2,918	41.8	*4,260,066	316,699	7.4
Utah	1,192	380	31.9	455,958	83,010	18.2
Vt.	653	410	62.8	253,719	60,900	24.0
Va.	4,636	2,567	55.4	1,694,414	259,069	15.3
Wash.	2,613	874	33.4	*1,401,065	122,614	8.8
W. Va.	4,107	1,832	44.6	1,370,522	139,365	10.2
Wisc.	2,646	558	21.1	2,265,398	111,871	4.9
Wyo.	777	336	43.2	178,068	25,948	14.6
D. C.	1	0	0	663,091	0	0
Total	125,617	54,453	43.3	101,479,210	6,933,217	6.8

*Preliminary.

Government Orders Curtailing Passenger Car Production

Limitation Orders—Base period, August 1938 to July, 1941.

L-2. Production limiting individual company quotas, August through November, 1941. (Effective 9-13-41)

Interpretation No. 1. Production for governmental use, exempted from quotas. Removes from "quotas" sales by producers or dealers when the government or certain designated agencies take title, or contract to take title at time of sale. (12-23-41)

L-2-a. December, 1941 production fixed, by companies. (10-24-41)

L-2b. Brightwork eliminated in production, except on bumpers and bumper guards of new passenger cars after December 15, 1941. (10-27-41)

Amendment No. 1. Production of certain brightwork parts permitted. Use of all other "brightwork" inventory permitted to December 31, 1941, if treated to destroy appearance as "brightwork." (12-10-41)

L-2-c. January, 1942 production quotas fixed, by companies. (11-7-41)

L-2-d. February, 1942 production quotas fixed, by companies. (Later revoked) (12-10-41)

L-2-e. December, 1941 and January, 1942 production further reduced. Permits some previously authorized December, 1941 production in January, 1942—also permits use of certain "brightwork" authorized by Amendment No. 1 to L-2-b to be used in January, 1942. Spare Tire Ban—prevents sale or delivery of any new car with more than four new tires. (12-24-41)

Amendment No. 1. Restored January, 1942 quotas to those originally specified in L-2-c. (1-23-42)

L-2-f. Prohibits sale of new automobiles. (1-1-42)

Amendment No. 1. Ban removed on sale to designated government agencies, to A-1-j rated orders and to certain prime contractors. (1-8-42)

Amendment No. 2. Sale ban extended to February 2, 1942. (1-14-42)

Amendment No. 3. Repossession, retaking or transfer of title permitted for contracts entered into prior to 1-1-42. (1-20-42)

L-2-g. February, 1942 quotas established by L-2-d revoked. Completion of January, 1942 quotas permitted by Amendment No. 1 to L-2-e, to be completed before February 11, 1942. (1-21-42)

L-2-h. Cadillac production of 719 ambulance chassis allowed up to January 31, 1942. (1-31-42)

L-2-i. Prevents dispersal of inventories. (3-9-42)

(SOURCE: The passenger car limitation orders were issued by the War Production Board and its predecessors.)

Passenger Car Rationing Orders

No. 2. A plan to complete, prior to general rationing, delivery of passenger cars in process of sale January 1, 1942, when stocks were frozen. (Effective 2-2-42)

Amendment 1. Provides for inventory of new cars on February 11 and 28. (2-11-42)

Amendment 2. Procedure for transfer by persons in armed forces, and purchases made prior to January 1, 1942. (2-21-42)

No. 2A. Upon showing of need, 1942 passenger cars may be obtained under certificates available through local rationing boards by purchasers in the following classes: (3-2-42)

1. Doctors, veterinaries, and visiting nurses.
2. Persons needing ambulances.
3. Ministers.
4. Persons engaging in fire fighting.
5. Persons needing cars for police work.
6. Persons needing cars on public health and safety work.
7. Persons needing cars for U. S. mail service.
8. Taxicab and like service.
9. Persons needing cars for highway construction and repair.
10. Executives and workers in war plants and affiliated factories, mines, etc.
11. Federal, state and local workers on public health, safety, or war work.
12. Persons lacking trucks who need cars to move farm produce.
13. Travelling salesmen selling productive machinery to farms, factories, mines, etc., or engaged in food and medical lines.
14. Persons needing cars to haul newspapers for wholesale delivery.
15. American Red Cross (See Amendment 7)

Form R-213 must be filled out by applicants and filed with rationing boards.

Form R-214 if issued by the Rationing Board to the applicant, permits the purchase of a 1942 passenger car from any dealer.

Military forces and certain governmental agencies may obtain new cars by filing Form R-203 (Revised) with OPA.

Amendment 1. Permits sale to any person of a 1942 car owned by persons serving with the armed forces or about to be inducted. Rationing Board authorized to issue a modified R-202 Form to qualified applicant,* until March 9. (3-2-42)

Amendment 2. Permits sale to any person after March 14, by persons with the armed forces as in Amendment 1.* (3-14-42)

Amendment 3*. Registration by Clearance Certificate R-212. To enable (1) persons who acquired physical delivery to get title and registration. (2) dealers to deliver cars to customers which were obtained for them in dealer's name and have car registered, (3) manufacturers, dealers and salesmen, to obtain delivery of cars set aside for them. (3-23-42)

Amendment 4. Provides for the removal of certain specified types of cars from the "pool". Such removal does not constitute permission to transfer. (3-24-42)

Amendment 5. Permits government agencies, not required to apply for cars through the Treasury, to file directly with OPA at Washington. (4-25-42)

Amendment 6. Eligibles upon proof of need can qualify for certificates if owning a 1939 or earlier model, or owning a car driven more than 40,000 miles. (4-29-42)

Amendment 7. Removes cars with convertible tops from pool. It also makes provision for purchase of cars by American Red Cross. (5-12-42)

Amendment 8. Removes from No. 2A the rationing of passenger cars for the government. Now controlled by M-130. (6-12-42)

(SOURCE: Rationing orders Number 2 and 2A were issued by the Office of Price Administration.)

*—All cars so delivered will not come out of quotas of issuing board

The Change-Over from Au

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These assembly lines, capable of producing three cars a minute, turned out their last car for the duration on January 30.

Overhead conveyors, production lines and craneways that fed subassemblies and parts to the final assembly lines are cut apart.

The destruction of what was one of the world's most efficient manufacturing operations is nearly completed.

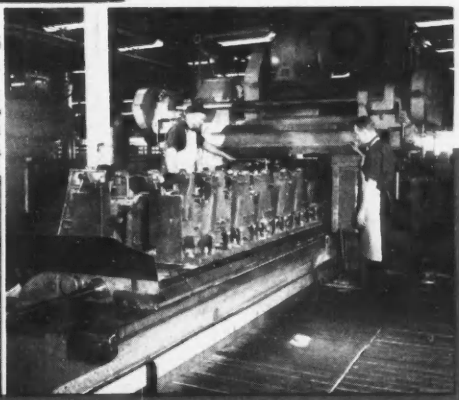
Automobiles to Armaments

s is the case history
f a representative
plant.

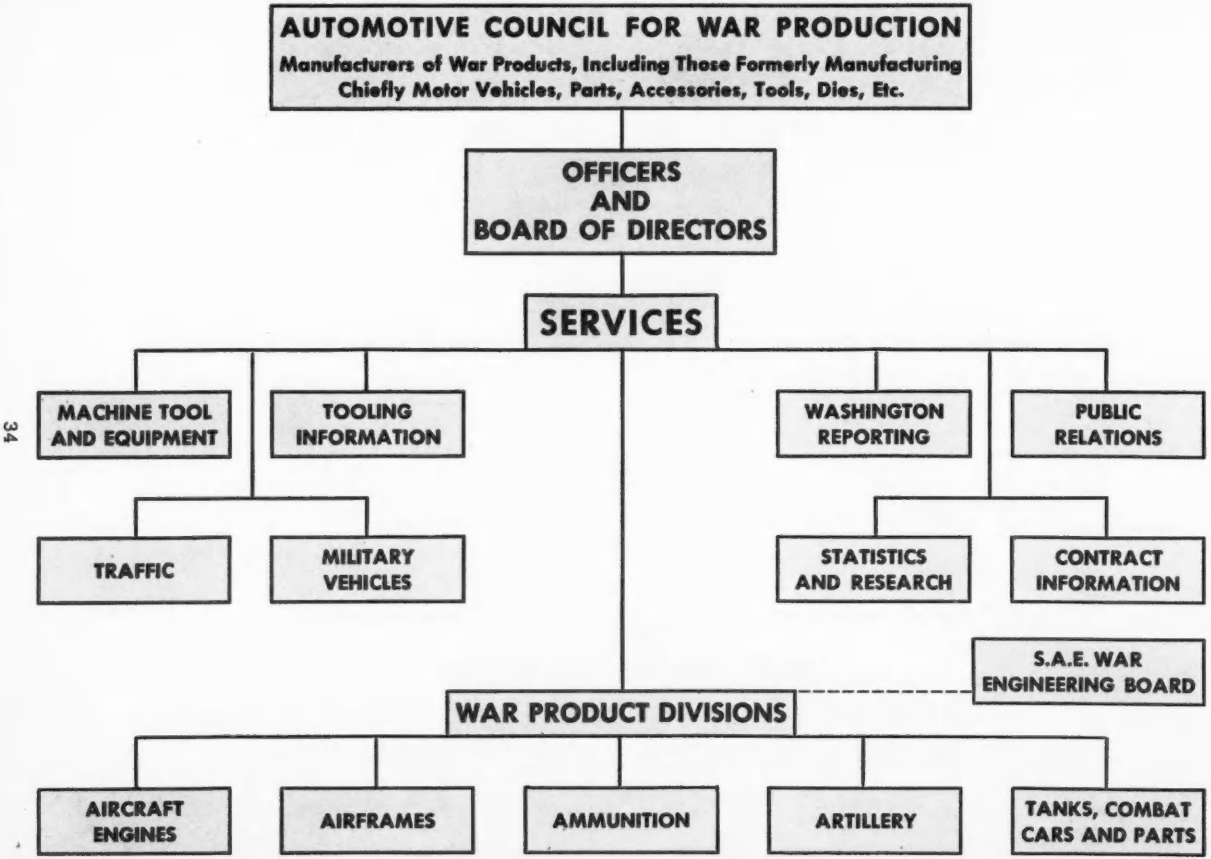
To clear the plant, hundreds of machines not adaptable to war work are moved into open storage yards.

Other equipment and production supplies are moved into dead storage and to other plants which can use them in their war work.

On February 20, newly-installed machinery produces parts for tanks, bombers, and cannon in space once occupied by assembly lines.



Machinery too is "converted" about 85% of it in the case of this company. This cylinder block mill makes tank parts.


AUTOMOTIVE COUNCIL FOR WAR PRODUCTION
Manufacturers of War Products, Including Those Formerly Manufacturing Chiefly Motor Vehicles, Parts, Accessories, Tools, Dies, Etc.
OFFICERS AND BOARD OF DIRECTORS
SERVICES
MACHINE TOOL AND EQUIPMENT
TOOLING INFORMATION
WASHINGTON REPORTING
PUBLIC RELATIONS
TRAFFIC
MILITARY VEHICLES
STATISTICS AND RESEARCH
CONTRACT INFORMATION
S.A.E. WAR ENGINEERING BOARD
WAR PRODUCT DIVISIONS
AIRCRAFT ENGINES
AIRFRAMES
AMMUNITION
ARTILLERY
TANKS, COMBAT CARS AND PARTS

Automotive Council for War Production

"The Automotive Council for War Production pledges its unlimited effort and facilities in aiding all plants in the industry to get out the mass production of war material that will win this war.

"We pledge, on behalf of the entire automotive industry, not only a cooperative spirit in the common task, but complete interchange of mass-production information, time-saving techniques, product improvements, tooling shortcuts and developments which the individual concerns have now effected or will bring about in doing their portions of the work.

"We know that this mutual readiness to assist one another will bring telling results, for it has been tried and tested in the war work already given the industry, and it will be increasingly effective on the enlarged scale which coming war requirements will inevitably bring.

"The nation will not lack for one gun, one tank, one engine, that the capacity and ingenuity of this industry's producers can add to the forces of our nation and its friends on all the fighting fronts."

(Resolution adopted unanimously by the Automotive Council for War Production on Tuesday, December 30, 1941)

The AUTOMOTIVE COUNCIL FOR WAR PRODUCTION was created by the industry to give organized effectiveness to the spirit manifested in this pledge. The Council's sole purpose is to expedite to the utmost the industry's war work, cooperating with the War Production Board, the Army, Navy and other services. The activities of the Council are instruments for a cooperative war effort; for sharing facilities, pooling ideas and experience, working together in a common cause.

A brief description of the activities, organization, and administration of the Automotive Council for War Production is given on the following pages.

Services of the Automotive C

Services to Help Companies in the In

Washington Reporting Service—Provides for participating companies a comprehensive daily report covering government developments affecting all phases of the industry's war effort. Information and interpretative reports are issued on subjects relating to materials controls, transportation, taxation, appropriations, profits regulations, other government acts and orders, regulations, administrative rulings and announcements. Full texts of important government documents are also provided by the service.

Public Relations—The industry's war production is of direct concern to all Americans. At the same time, censorship necessarily tends to restrict the dissemination of facts by individual companies. The Council is carrying forward on behalf of all companies in the automotive manufacturing field a program designed to keep the public continuously informed of the industry's war progress. The bulletin **Automotive War Production,** news releases, booklets, articles, and speeches serve to tell the public of these accomplishments.

Machine Tool and Equipment Service—Maintains a complete inventory of the machine tools and equipment in the automotive industry. A detailed description of each machine and a record of its availability for war work is made accessible to war contractors and Government through a simplified code and index system. Location of machines capable of performing war work on a subcontract basis and for transfer between companies is expedited so that every usable piece of equipment can be utilized on war production as soon as possible.

Contract Information Service—Established to assist participating companies in the placing of subcontracts. Maintains a file of information from companies needing war work for their plants, which in turn is used to aid purchasing officials of companies seeking additional sources of parts. Works closely with the Contract Distribution Service of the War Production Board.

Military Vehicles Division—Manufacturers of motor trucks, buses, trailers, and parts are joined through the Military Vehicles Division to deal speedily and efficiently with joint problems. Service is provided on mutual problems of production, engineering, parts output, maintenance and distribution to the end of speeding output and eliminating bottlenecks resulting from shortages of materials and manufacturing facilities. Headquarters of this Division are located in Washington to obtain information and maintain contacts with the Quartermaster and other government and user organizations, while the Detroit office is concerned with the interchange of technical information and facilities. Specialized bulletins pertaining to matters of interest to manufacturers of military vehicles are provided at frequent intervals. Operating under policies set by a governing board are subcommittees on:—Production, Engineering, Education, Motor Coach, Parts and Service, Truck-Trailer Mfrs.

Council for War Production

Industry Expedite Their War Work

War Products Divisions—Organized to intensify on an industry-wide basis the interchange of production information among companies engaged in making or tooling up to make the same types of war products. The program serves to reduce trial and error operations to a minimum by pooling knowledge and techniques among production men on time-saving operations, product improvements and other developments which the individual companies have effected. The Product Divisions are:

Aircraft Engines
Air Frames
Ammunition (a) Cartridge Cases (b) Fuses (c) Shells
Artillery
Tanks, Armored Cars and Parts

S.A.E. War Engineering Board—As part of its support of the Council program, the Society of Automotive Engineers has made available to the Products Division the consulting services of the SAE War Engineering Board.

Tooling Information Service—By means of weekly reports and personal contact, the Tooling Information Service keeps members advised concerning open capacities for the manufacture of gages, tools, dies, jigs and fixtures. There reports note the names of companies with facilities available for the manufacture of tools, dies, etc. in terms of the type of product the companies are capable of producing and in terms of tooling machinery available for manufacture of tools and dies. Through the Service, the critical task of tooling up for mass production is being materially expedited, the Service functioning in an intermediary role to help the users and the facilities get together speedily and efficiently.

Statistical and Research Service—Collects and analyzes basic data respecting rate of war production progress, orders, deliveries, raw materials and other phases of the industry's war production program for the information of member companies, government and the public. The department serves as a convenient source for industry data required by government agencies, such as the War Production Board, Office of Price Administration, the Office of Defense Transportation, the U. S. Census Bureau and others. The Division staff also serves as a clearing house for inquiries received from member companies for information on materials and priorities orders, government questionnaires, and other matters arising from the war effort.

Traffic Division—Handles mutual problems of loading, shipping rates, routes, classification and equipment, and performs other services related to movement by automotive companies of materials and war products. The Division represents the industry in contacting government agencies and regulatory bodies on traffic matters. The Traffic Division also functions on behalf of automotive concerns manufacturing airplane parts and engines in the Aircraft War Traffic Conference, a specialized activity in which traffic departments of old line airplane manufacturers are participating.

Officers and Directors of Automotive Council for War Production

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Alvan Macauley.....Chairman of the Board, Packard Motor Car Company

Vice-Presidents

Clarence W. Avery.....President, Murray Corporation of America

Robert F. Black.....President, White Motor Company

C. C. Carlton.....Vice-President, Motor Wheel Corporation
President, Automotive Parts & Equipment Manufacturers, Inc.

Paul G. Hoffman.....President, The Studebaker Corporation

Treasurer

George W. Mason.....President, Nash-Kelvinator Corporation

Secretary

John W. Anderson.....President, The Anderson Company
President, Motor & Equipment Manufacturers Association

Directors

I. B. Babcock.....President, Yellow Truck & Coach Mfg. Company

A. Edward Barit.....President, Hudson Motor Car Company

W. P. Brown.....President, Briggs Manufacturing Company

E. A. Clark.....Vice-President, Budd Wheel Company

A. T. Colwell.....Vice-President, Thompson Products Company
Representing Society of Automotive Engineers

Charles Davis.....Secretary-Treasurer, Davis Tool & Engineeering Co.
Representing Automotive Tool and Die Association

Edsel Ford.....President, Ford Motor Company

Joseph W. Frazer.....President, Willys-Overland Motors, Inc.

K. T. Keller.....President, Chrysler Corporation

H. W. Knapp.....Secretary, McQuay-Norris Mfg. Company
Representing Motor & Equipment Manufacturers Association

P. V. Moulder.....Truck Division, International Harvester Company

C. E. Wilson.....President, General Motors Corporation

Managing Director

George Romney.....New Center Building, Detroit, Michigan

Wartime Highway Transportation Objectives

A critical shortage of rubber has made conservation of vital highway transportation a major war problem. The office of Defense Transportation has launched a nation-wide conservation program and placed its administration in the hands of the Highway Traffic Advisory Committee to the War Department.

The objectives are:

(a) To increase effective capacity of existing mass transportation facilities to the maximum by staggering hours in business, factories, schools and stores, and rescheduling of local bus, street car, and train services.

(b) To develop group-riding plans among automobile owners for essential personal transportation.

(c) To improve traffic regulations and control.

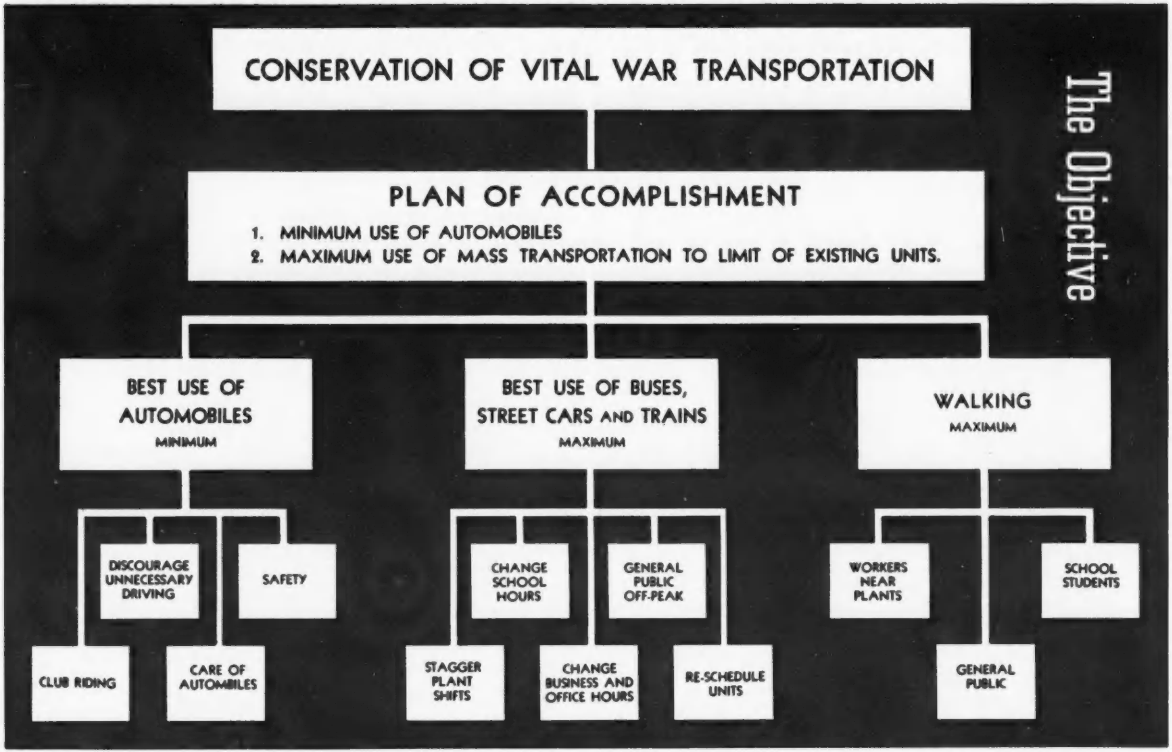
The organization set up by the Office of Defense Transportation to accomplish these purposes is shown in the diagram on page 41.

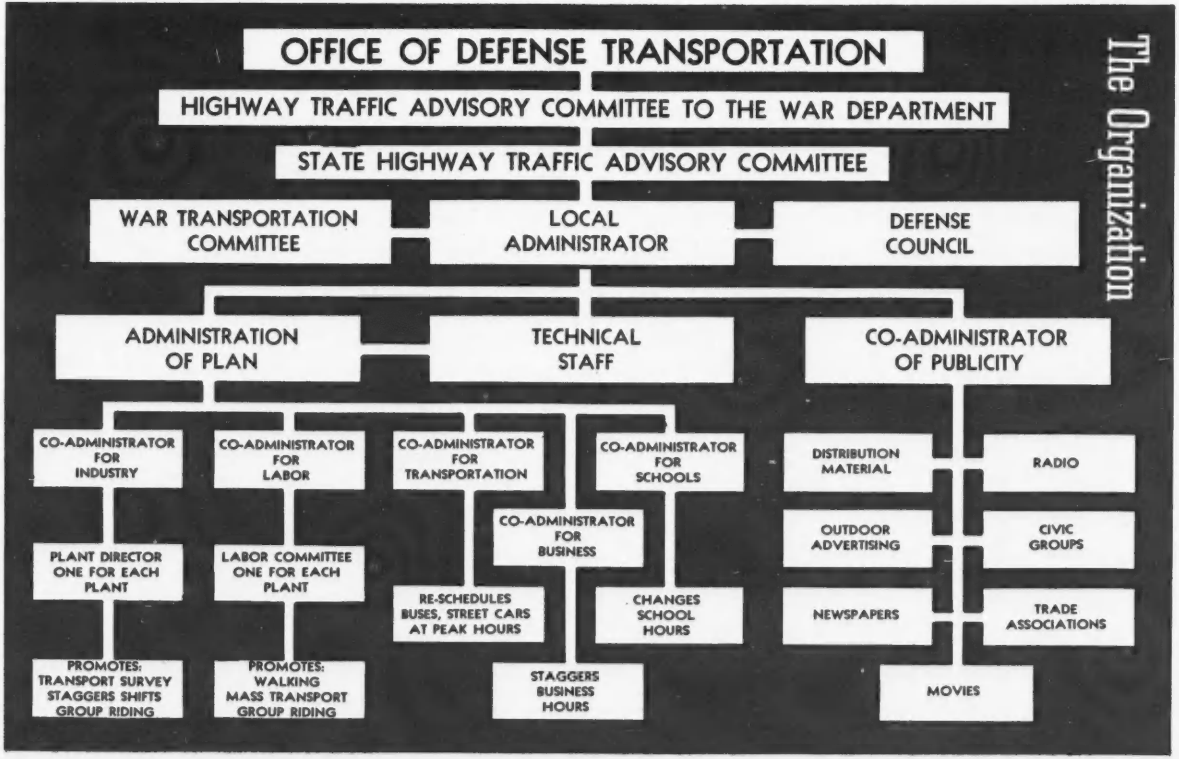
Giving active support to this program are the following national organizations, among others:

American Automobile Association
American Association of Motor Vehicle Administrators
American Association of State Highway Officials
Automotive Safety Foundation
Chamber of Commerce of the United States
Highway Education Board
Institute of Traffic Engineers
International Association of Chiefs of Police
National Conservation Bureau
National Safety Council
Public Roads Administration

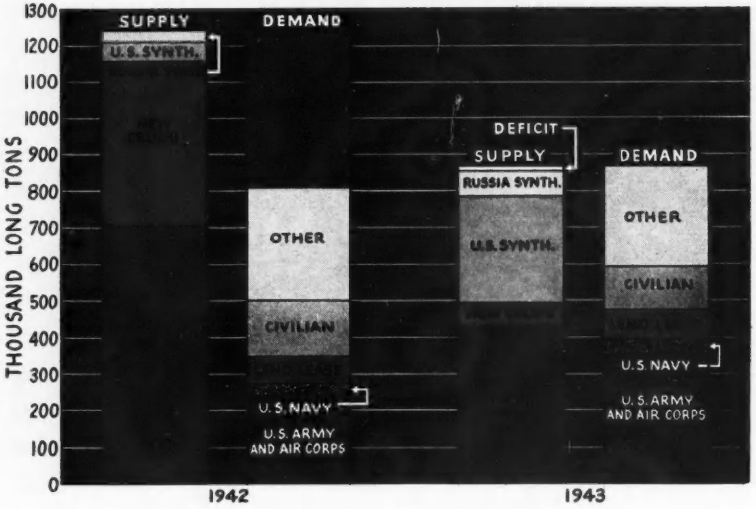
"I am deeply concerned as to the consequences of the diminishing supply of private and commercial motor vehicle transportation. It is certain that unless stringent steps are immediately taken to conserve the life of vehicles, and particularly their tires, we will soon be faced with a tragic shortage of highway transportation essential to the war effort."

Thomas H. MacDonald, Commissioner, U. S. Public Roads Administration.


The Objective
CONSERVATION OF VITAL WAR TRANSPORTATION
PLAN OF ACCOMPLISHMENT
1. MINIMUM USE OF AUTOMOBILES
2. MAXIMUM USE OF MASS TRANSPORTATION TO LIMIT OF EXISTING UNITS.
BEST USE OF AUTOMOBILES
MINIMUM
BEST USE OF BUSES, STREET CARS AND TRAINS
MAXIMUM
WALKING
MAXIMUM
DISCOURAGE UNNECESSARY DRIVING
SAFETY
CLUB RIDING
CARE OF AUTOMOBILES
CHANGE SCHOOL HOURS
GENERAL PUBLIC OFF-PEAK
STAGGER PLANT SHIFTS
CHANGE BUSINESS AND OFFICE HOURS
RE-SCHEDULE UNITS
WORKERS NEAR PLANTS
SCHOOL STUDENTS
GENERAL PUBLIC


OFFICE OF DEFENSE TRANSPORTATION
HIGHWAY TRAFFIC ADVISORY COMMITTEE TO THE WAR DEPARTMENT
STATE HIGHWAY TRAFFIC ADVISORY COMMITTEE
WAR TRANSPORTATION COMMITTEE
LOCAL ADMINISTRATOR
DEFENSE COUNCIL
ADMINISTRATION OF PLAN
TECHNICAL STAFF
CO-ADMINISTRATOR OF PUBLICITY
CO-ADMINISTRATOR FOR INDUSTRY
CO-ADMINISTRATOR FOR LABOR
CO-ADMINISTRATOR FOR TRANSPORTATION
CO-ADMINISTRATOR FOR SCHOOLS
CO-ADMINISTRATOR FOR BUSINESS
PLANT DIRECTOR ONE FOR EACH PLANT
LABOR COMMITTEE ONE FOR EACH PLANT
RE-SCHEDULES BUSES, STREET CARS AT PEAK HOURS
CHANGES SCHOOL HOURS
PROMOTES: TRANSPORT SURVEY STAGGERS SHIFTS GROUP RIDING
PROMOTES: WALKING MASS TRANSPORT GROUP RIDING
STAGGERS BUSINESS HOURS
DISTRIBUTION MATERIAL
RADIO
OUTDOOR ADVERTISING
CIVIC GROUPS
NEWSPAPERS
TRADE ASSOCIATIONS
MOVIES

United Nations' Rubber Requirements Leave None for Private Vehicle Use



Consolidated Crude and Synthetic Rubber Position of the United Nations for 1942 and 1943

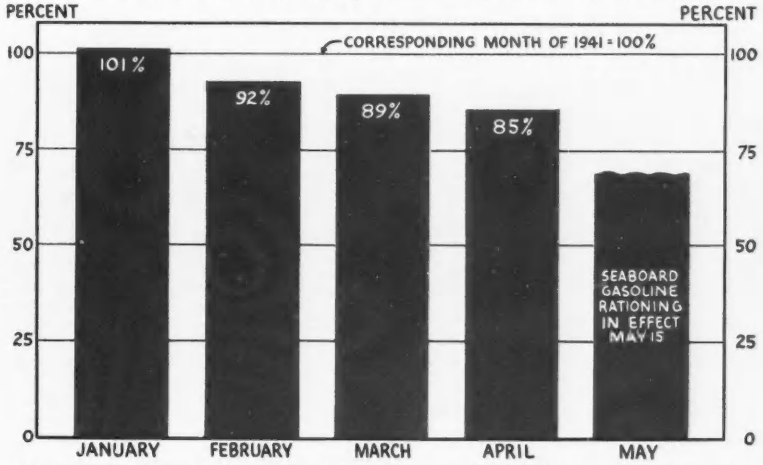
As of June 4, 1942	Thousand Long Tons 1942	1943
Sources of Supply		
Stock Pile, January 1	706	428
New Crude, Less Sinkings	453	61
Synthetic Production, United States	28	300
Synthetic Production, Russia	54	72
Total Supply*	1,241	861
Requirements		
U. S. Army and Air Corps	242	356
U. S. Navy and Maritime Commission	29	37
Lend-Lease	82	82
Civilian (essential)	150	120
Other	310	271
Total Requirements	813	866
Surplus (+) or Deficit (—), end of year	+428	—5

***No estimates have been provided for supply of reclaimed rubber.**

SOURCE: Congressional Record, June 8, 1942, report prepared by Office of Price Administration, Fuel Rationing Branch.

Traffic on Rural Roads Declining Below 1941

First 4 Months 1942 Compared with Same Months 1941



(SOURCE: U. S. Public Roads Administration; records of 600 permanent, automatic traffic counters on main rural highways throughout the United States.)

Wartime Minimum Size and Weight Limits for Trucks in All States

(SOURCE: Press announcement by Jesse Jones, Secretary of Commerce, after meeting of governors of all states, June 1, 1942.)

Permissible minimum limits. (No state during the war may set limits below these, but may set higher limits.)

Width	96 in.	Weight on single axle	18,000 lbs.
Height	12½ ft.	Weight on two axles	30,000 lbs.
Length of a single vehicle	35 ft.	Weight on three axles	40,000 lbs.
Length of a combination	45 ft.	Weight of semi-trailers	40,000 lbs.
Weight per inch width of tire	600 lbs.	Weight of other combinations	40,000 lbs.

Reciprocal licensing of motor trucks by all states has also been arranged for the duration of the war.

20 Million Passenger Cars Required to Keep National Economy Functioning Without Serious Disruptions

"From the analysis of rural and urban dependence upon automobiles we have concluded that the depletion of our present stock of 27 million passenger cars by more than 6 or 7 millions would threaten serious disruptions throughout our domestic economy. This means the maintenance of a minimum level of 20 million vehicles."

(SOURCE: "Automobile Transportation in the War Effort." By Charles L. Dearing, The Brookings Institution)

1941 Motor Fuel Consumption by Motor Vehicles

In Thousands of Gallons	Passenger Cars	Trucks	Buses	Total
Alabama	199,362	92,657	6,874	298,893
Arizona	83,907	27,779	2,629	114,315
Arkansas	124,016	77,793	4,540	206,349
California	1,536,369	385,575	55,365	1,977,309
Colorado	172,210	50,097	1,342	223,649
Connecticut	309,182	91,201	8,588	408,971
Delaware	49,149	14,950	64	64,163
Florida	334,713	106,074	4,903	445,690
Georgia	316,832	102,218	5,090	424,140
Idaho	71,353	34,134	851	106,338
Illinois	1,240,036	300,235	23,456	1,563.727
Indiana	556,063	166,011	12,488	734,562
Iowa	393,228	128,455	2,622	524,305
Kansas	278,126	93,704	1,493	373,323
Kentucky	234,615	88,844	5,594	329,053
Louisiana	215,028	73,039	4,090	292,157
Maine	109,183	53,688	1,314	164,185
Maryland	253,198	74,946	9,453	337,597
Massachusetts	593,699	152,111	30,267	776,077
Michigan	994,333	225,595	6,130	1,226,058
Minnesota	418,907	117,597	5,419	541,923
Mississippi	160,890	69,719	2,565	233,174
Missouri	545,945	155,776	26,206	727,927
Montana	78,431	36,465	4,663	119,559
Nebraska	160,734	60,727	4,289	225,750
Nevada	33,807	8,839	1,547	44,193
New Hampshire	71,017	26,324	884	98,225
New Jersey	737,278	174,593	37,006	948,877
New Mexico	68,465	31,958	5,397	105,820
New York	1,554,725	365,125	43,187	1,963,037
North Carolina	383,405	126,928	14,161	524,494
North Dakota	64,002	26,241	1,188	91,431
Ohio	1,189,919	257,914	17,585	1,465,418
Oklahoma	329,887	73,807	4,078	407,772
Oregon	208,804	55,968	4,305	269,077
Pennsylvania	1,288,597	312,288	42,734	1,643,619
Rhode Island	117,647	24,661	2,756	145,064
South Carolina	195,557	65,537	2,105	263,199
South Dakota	93,557	26,696	1,092	121,345
Tennessee	255,930	94,123	2,468	352,521
Texas	974,561	363,944	9,435	1,347,940
Utah	81,919	27,826	1,558	111,303
Vermont	57,750	14,950	586	73,286
Virginia	342,557	124,177	9,040	475,774
Washington	313,174	74,699	11,584	399,457
West Virginia	186,084	51,516	3,130	240,730
Wisconsin	459,760	105,613	8,610	573,983
Wyoming	50,349	19,604	564	70,517
District of Columbia	145,913	31,539	12,539	189,991
U. S. Total	18,634,173	5,264,260	467,834	24,366,267
% of Total	76.5	21.6	1.9	100.0

SOURCE: 1941 gasoline consumption by passenger car, truck and bus groups, respectively, was computed by the Automobile Manufacturers Association from data compiled by the U. S. Public Roads Administration: (a) Table on "Approximate Percentage Distribution of Motor Fuel Consumption by Motor Vehicles in each State," which was derived from the road use studies of the State Highway Planning Surveys (1936-39); (b) Table G. 20, 1941—"Estimated Motor Fuel Usage in Calendar Year 1941."

20,393 Automobile Graveyards in U. S.

Survey Estimates Yards Contain 918,000 Junk Cars

SOURCE: Survey in February 1942 by Department of Agriculture and Works Progress Administration.

	Automobile Graveyards		Cars and Trucks	
	Number	% of Total	Number	% of Total
Alabama	380	1.9	20,729	2.3
Arizona	163	.8	3,683	.4
Arkansas	452	2.2	24,887	2.7
California	876	4.2	36,766	4.0
Colorado	294	1.4	6,748	.7
Connecticut	251	1.2	12,833	1.4
Delaware	65	.3	4,076	.4
District of Col.	22	.1	4,013	.4
Florida	346	1.7	15,288	1.7
Georgia	463	2.3	23,429	2.6
Idaho	171	.8	4,796	.5
Illinois	851	4.1	46,360	5.0
Indiana	426	2.1	32,788	3.6
Iowa	474	2.3	18,132	2.0
Kansas	433	2.1	17,291	1.9
Kentucky	568	2.8	15,209	1.7
Louisiana	423	2.1	15,511	1.7
Maine	156	.8	10,008	1.1
Maryland	270	1.3	13,720	1.5
Massachusetts	478	2.3	30,829	3.4
Michigan	766	3.8	35,720	3.9
Minnesota	407	2.0	13,555	1.5
Mississippi	250	1.2	8,739	.9
Missouri	794	4.0	27,072	2.9
Montana	104	.5	2,973	.3
Nebraska	380	1.9	9,117	.9
Nevada	64	.3	4,737	.5
New Hampshire	194	1.0	9,359	1.0
New Jersey	623	3.1	22,948	2.5
New Mexico	163	.8	5,929	.6
New York	1,489	7.3	64,476	7.0
North Carolina	474	2.3	26,268	2.9
North Dakota	158	.8	2,256	.2
Ohio	758	3.7	36,637	4.0
Oklahoma	578	2.8	13,096	1.4
Oregon	304	1.5	11,134	1.2
Pennsylvania	1,194	5.9	84,412	9.2
Rhode Island	119	.6	6,344	.7
South Carolina	387	1.9	20,438	2.2
South Dakota	183	.9	4,304	.5
Tennessee	408	2.0	15,171	1.7
Texas	1,375	6.7	64,106	7.0
Utah	121	.6	3,309	.4
Vermont	88	.4	4,537	.5
Virginia	469	2.3	18,961	2.1
Washington	339	1.7	14,428	1.6
West Virginia	124	.6	9,435	1.0
Wisconsin	401	2.0	18,354	2.0
Wyoming	117	.6	3,696	.4
United States	20,393	100.0	918,607	100.0

Motor Vehicle Registrations, 1895-1941

(Figures as of December 31st from Public Roads Administration)

Years	PASSENGER CARS Number	PASSENGER CARS Per Cent Change	MOTOR TRUCKS Number	MOTOR TRUCKS Per Cent Change	TOTAL MOTOR VEHICLES Number	TOTAL MOTOR VEHICLES Per Cent Change
1895.....	4	....	.....	....	4	....
1896.....	16	....	.....	....	16	....
1897.....	90	....	.....	....	90	....
1898.....	800	....	.....	....	800	....
1899.....	3,200	....	.....	....	3,200	....
1900.....	8,000	....	.....	....	8,000	....
1901.....	14,800	+85	.....	....	14,800	+85
1902.....	23,000	+55	.....	....	23,000	+55
1903.....	32,920	+43	.....	....	32,920	+43
1904.....	54,590	+66	700	....	55,290	+68
1905.....	77,400	+42	1,400	+100	78,800	+43
1906.....	105,900	+37	2,200	+57	108,100	+37
1907.....	140,300	+33	2,900	+32	143,200	+32
1908.....	194,400	+38	4,000	+38	198,400	+38
1909.....	305,950	+57	6,050	+51	312,000	+57
1910.....	458,500	+50	10,000	+65	468,500	+50
1911.....	619,500	+35	20,000	+100	639,500	+36
1912.....	902,600	+46	41,400	+107	944,000	+48
1913.....	1,194,262	+32	63,800	+54	1,258,062	+33
1914.....	1,625,739	+36	85,600	+34	1,711,339	+36
1915.....	2,309,666	+42	136,000	+59	2,445,666	+43
1916.....	3,297,996	+43	215,000	+58	3,512,996	+44
1917.....	4,657,340	+42	326,000	+52	4,983,340	+42
1918.....	5,621,617	+21	525,000	+61	6,146,617	+23
1919.....	6,771,074	+21	794,372	+51	7,565,446	+23
1920.....	8,225,859	+22	1,006,082	+27	9,231,941	+22
1921.....	9,346,195	+14	1,117,100	+11	10,463,295	+13
1922.....	10,862,650	+16	1,375,725	+23	12,238,375	+17
1923.....	13,479,608	+24	1,612,569	+17	15,092,177	+23
1924.....	15,460,649	+15	2,134,724	+32	17,595,373	+17
1925.....	17,496,420	+13	2,440,854	+14	19,937,274	+13
1926.....	19,237,171	+10	2,764,222	+13	22,001,393	+10
1927.....	20,219,224	+5	2,914,019	+5	23,133,243	+5
1928.....	21,379,125	+6	3,113,999	+7	24,493,124	+6
1929.....	23,121,589	+8	3,379,854	+8	26,501,443	+8
1930.....	23,059,262	−0.3	3,486,019	+3.1	26,545,281	+0.2
1931.....	22,366,313	−3.0	3,466,571	−0.6	25,832,884	−2.5
1932.....	20,885,814	−6.6	3,229,315	−6.8	24,115,129	−6.7
1933.....	20,643,564	−1.2	3,230,668	+0.4	23,874,232	−1.0
1934.....	21,532,408	+4.4	3,419,254	+5.9	24,951,662	+4.6
1935.....	22,562,847	+4.9	3,664,429	+7.2	26,227,276	+5.1
1936.....	24,178,211	+7.1	3,987,339	+8.9	28,165,550	+7.3
1937.....	25,449,924	+5.4	4,255,296	+6.9	29,705,220	+5.5
1938.....	25,261,649	−0.7	4,224,031	−0.7	29,485,680	−0.7
1939.....	26,201,395	+3.7	4,413,692	+4.5	30,615,087	+3.8
1940.....	27,434,979	+4.7	4,590,386	+4.0	32,025,365	+4.6
1941.....	29,507,113	+7.6	4,876,054	+6.2	34,383,167	+7.4

Tax-Exempt Official Cars Not Included in the Above Registration①

Year	U. S. Cars†	State and Local	Total	Year	U. S. Cars†	State and Local	Total
1936...	99,038	200,230	299,268	1939...	121,270	273,513	394,783
1937...	104,792	231,280	336,072	1940...	143,175	284,321	427,496
1938...	109.761	257,469	367,230	1941...	84,728*	297,101	381,829

①—Some states require government-owned vehicles to pay registration fees same as privately-owned vehicles. In such states the government-owned vehicles are included among the regular registrations in above table. †Source: Procurement Division, U. S. Treasury Department. *Excluding military vehicles.

Car and Truck Registrations by States

(Figures from U. S. Public Roads Administration as of December 31st)

States	Passenger Cars 1940	Passenger Cars 1941	Motor Trucks 1940	Motor Trucks 1941	Buses① 1941	Total Motor Vehicles 1941
Alabama	277,006	330,727	62,847	74,706	4,273	409,706
Arizona	113,295	117,377	25,108	26,689	335	144,401
Arkansas	191,019	212,522	66,158	77,191	536	290,249
California	2,453,958*	2,614,106	319,701*	343,853	4,263	2,962,222
Colorado	293,792	306,182	58,318	60,366	1,220	367,768
Connecticut	417,828	470,566	75,839	79,256	1,279	551,101
Delaware	60,209*	64,662	11,554*	11,828	352	76,842
Dist. of Col.	147,986	158,616	13,928	13,803	1,651	174,070
Florida	415,420	458,687	79,790	85,238	1,781	545,706
Georgia	415,421	460,787	87,182	95,063	3,134	558,984
Idaho	129,582	134,473	33,758	36,419	139	171,031
Illinois	1,706,639*	1,823,884	219,175*	222,222	2,699	2,048,805
Indiana	857,849	928,399	136,157	144,088	6,467	1,078,954
Iowa	691,257*	714,608	102,712*	110,004	500	825,112
Kansas	480,235	503,921	102,433	113,212	660	617,793
Kentucky	387,836	414,845	75,891	81,663	919	497,427
Louisiana	283,636	344,947	81,793	82,370	3,390	430,707
Maine	161,982	176,321	43,914+	45,748	298	222,367
Maryland	385,110	428,764	59,422	64,204+	1,173	494,141
Massachusetts	795,201	845,874	108,642	110,650	5,115	961,639
Michigan	1,401,686	1,543,255	150,875	161,365	990	1,705,610
Minnesota	746,888	772,708	124,463	129,710	624	903,042
Mississippi	198,086	220,807	60,927	71,060	1,858	293,725
Missouri	771,774	820,080	150,026	161,468	3,078	984,626
Montana	143,068*	147,256	47,964+	51,126	350	198,732
Nebraska	347,627	354,276	64,489	68,460	322	423,058
Nevada	35,373	38,480	8,735	9,524	156	48,160
New Hampshire	105,322	109,971	30,062	32,118	315	142,404
New Jersey	949,840	1,019,155	137,126	141,329	5,432	1,165,916
New Mexico	95,795	97,127	29,261	30,806	1,278	129,211
New York	2,407,253	2,510,169	335,761	340,863	8,897	2,859,929
North Carolina	504,489	562,017	87,457	98,422	1,340	661,779
North Dakota	145,903	151,977	36,384	40,788	130	192,895
Ohio	1,728,275*	1,800,000	190,654*	194,200	1,800	1,996,000
Oklahoma	469,891	476,566	104,828	112,459	2,797	591,822
Oregon	325,822	353,213	67,756	75,538	689	429,440
Pennsylvania	1,883,094	2,010,117	262,755	268,663	6,303	2,285,083
Rhode Island	166,792	177,780	20,717	20,585	501	198,866
South Carolina	290,366	334,884	46,406	53,097	1,517	389,498
South Dakota	163,369	167,655	32,298	35,079	141	202,875
Tennessee	377,316	424,911	70,667	81,022	3,050	508,983
Texas	1,343,673	1,440,996	350,440	369,103	1,002	1,811,101
Utah	117,687	125,633	22,234	24,229	631	150,493
Vermont	84,017	87,048	9,628‡	10,327	111	97,486
Virginia	422,591	482,838	76,247	85,979‡	1,750	570,567
Washington	474,261	520,599	88,234	94,772	1,659	617,030
West Virginia	251,038	279,700	51,520	55,301	839	335,840
Wisconsin	751,664	807,810	149,251	159,786	916	968,512
Wyoming	66,758	71,017	18,899	20,302	140	91,459
Totals	27,434,979	29,418,313	4,590,386	4,876,054	88,800	34,383,671

①—Certain types of buses are not segregated from passenger cars or trucks in most states.

*Buses included with motor trucks. In all other states, buses included with passenger cars in 1940.

+Includes freight trailers. ‡Trucks under 1,500 pounds capacity included with passenger cars.

30% of Passenger Cars on Farms A

Number of Passenger Cars in Us

State	1940	1939	1938	1937	1936	1935	1934	1933
Ala.	1,569	3,013	2,430	4,633	4,648	3,696	3,904	1,957
Ariz.	551	778	724	1,031	1,002	628	481	220
Ark.	1,829	2,713	2,269	3,612	3,892	3,131	3,187	1,974
Calif.	5,441	8,542	8,855	14,968	13,653	8,535	5,988	3,578
Colo.	1,543	2,884	2,592	5,505	5,463	3,191	2,523	1,400
Conn.	913	1,408	1,195	2,028	1,651	1,168	1,010	733
Dela.	352	577	606	929	817	583	473	305
Fla.	1,202	1,953	1,863	2,611	2,556	1,748	1,912	943
Ga.	2,273	3,970	3,219	6,393	6,717	5,922	6,444	3,721
Ida.	1,697	2,333	2,037	4,648	4,689	2,925	2,141	962
Ill.	9,105	13,506	13,006	25,414	23,562	15,447	10,002	7,072
Ind.	6,199	9,546	8,899	21,160	19,787	14,380	9,835	6,239
Ia.	9,404	16,952	15,225	25,140	24,439	18,479	10,785	5,933
Kan.	2,848	5,477	6,944	14,996	15,395	11,485	9,101	5,534
Ky.	2,616	4,721	5,101	8,981	9,132	7,553	6,657	4,219
La.	1,722	2,714	2,410	3,562	3,955	2,566	2,575	1,377
Me.	633	1,302	1,236	2,468	2,407	1,635	1,711	1,009
Md.	1,547	2,279	2,233	3,799	3,649	2,499	2,156	1,381
Mass.	1,029	1,906	1,839	2,983	2,638	1,841	1,635	1,049
Mich.	6,919	8,712	7,779	21,659	19,902	13,230	10,327	6,048
Minn.	5,648	9,064	11,564	21,229	19,412	14,601	9,248	6,021
Miss.	2,333	3,638	3,096	5,227	6,176	4,512	4,713	2,546
Mo.	4,351	7,350	6,805	11,542	13,602	11,004	9,681	7,608
Mont.	1,466	2,384	1,851	3,304	4,051	3,242	1,918	1,101
Nebr.	2,413	4,971	5,178	9,316	11,020	8,250	5,608	3,804
Nev.	147	224	175	323	305	175	138	67
N. H.	360	817	688	1,182	1,212	884	841	588
N. J.	1,158	1,669	1,567	2,694	2,178	1,521	1,340	951
N. M.	896	1,329	1,115	1,658	1,521	1,074	1,043	484
N. Y.	4,422	7,084	7,461	13,617	13,180	9,384	7,975	6,278
N. C.	3,933	7,233	7,573	11,814	10,686	11,787	12,186	5,943
N. D.	1,829	2,592	3,152	5,129	4,586	4,910	3,331	2,266
Ohio	7,642	10,878	10,740	27,566	25,923	17,139	13,479	8,481
Okla.	2,839	5,038	5,684	9,884	10,796	9,162	8,553	5,774
Ore.	1,990	3,059	2,770	6,109	6,381	3,391	2,535	1,481
Penn.	5,284	8,056	8,218	17,089	16,159	10,354	9,397	6,333
R. I.	103	197	160	310	288	186	154	144
S. C.	2,136	3,844	2,895	5,304	4,919	4,662	4,988	3,115
S. D.	1,956	2,950	2,837	5,583	5,804	4,913	3,143	1,916
Tenn.	3,051	4,909	4,764	8,123	7,985	6,987	6,387	3,474
Tex.	9,748	13,760	14,394	23,485	26,452	20,964	20,744	14,178
Utah	688	1,132	961	2,164	2,201	1,453	996	575
Vt.	473	999	895	1,591	1,640	1,281	956	682
Va.	3,499	5,694	5,231	8,157	8,755	6,841	5,798	3,239
Wash.	1,974	3,241	2,991	7,548	7,443	4,348	3,463	1,991
W. Va.	1,082	2,189	2,036	4,001	4,180	2,857	2,619	1,540
Wis.	4,622	7,166	8,503	18,483	17,607	13,001	8,478	5,271
Wyo.	713	1,097	833	1,470	1,497	1,028	664	384
Total	136,148	217,850	214,599	410,422	405,913	300,553	243,223	151,889
Per cent	3.9	6.2	6.1	11.7	11.6	8.6	6.9	4.3

NOTE: Year of latest model only given for farms reporting 2 or more passenger cars, hence proportion of cars in older age groups is understated.

Are 10 Years Old or Older

Use on Farms by Year Model

1932	1931	1930 & Earlier	No. of Cars reported by Yr—Model	Farms Reporting Cars	No. of Cars on Farms	Telephones on Farms	State
1,583	3,140	14,741	45,314	46,202	48,473	8,254	Ala.
216	354	1,867	7,852	7,925	10,401	2,670	Ariz.
1,786	2,884	17,838	45,115	45,865	48,571	11,375	Ark.
3,588	5,255	26,752	105,155	106,012	150,534	44,621	Cal.
1,056	2,537	11,949	40,643	40,878	50,426	16,795	Colo.
691	866	2,422	14,085	14,219	18,821	13,066	Conn.
272	468	1,366	6,748	6,835	8,164	2,216	Dela.
1,088	1,929	6,160	23,965	24,552	27,393	3,556	Fla.
3,033	6,497	22,596	70,785	72,140	77,049	8,473	Ga.
736	1,425	8,923	32,516	32,806	38,184	12,523	Ida.
5,480	10,663	41,824	175,081	176,138	210,555	105,683	Ill.
5,171	8,641	38,132	147,989	149,026	172,981	83,675	Ind.
4,834	11,226	48,849	191,266	192,456	236,601	142,091	Ia.
4,103	8,015	45,734	129,632	130,231	150,403	79,666	Kan.
4,032	,375	27,640	88,027	88,979	98,699	39,851	Ky.
1,336	1,854	7,562	31,633	32,039	34,891	4,991	La.
1,316	2,179	6,552	22,448	22,701	25,540	17,105	Me.
1,526	2,031	5,925	29,025	29,695	38,848	12,982	Md.
962	1,223	2,425	19,530	19,743	23,734	17,066	Mass.
5,776	8,766	42,002	151,120	152,922	181,209	52,025	Mich.
5,817	13,463	56,034	172,101	172,764	208,693	87,939	Minn.
1,994	2,409	15,605	52,249	53,259	55,702	8,215	Miss.
6,944	13,335	69,175	161,397	162,640	176,285	99,799	Mo.
776	1,303	8,843	30,239	30,358	35,699	6,966	Mont.
2,888	7,557	46,194	107,199	107,484	126,269	52,349	Nebr.
79	117	586	2,336	2,362	3,158	1,201	Nev.
656	905	2,433	10,566	10,801	12,901	8,528	N. H.
939	1,189	3,138	18,344	18,514	24,223	9,359	N. J.
426	641	3,358	13,545	13,760	15,731	2,287	N. M.
6,464	8,911	27,912	112,688	113,913	139,718	59,526	N. Y.
4,492	10,307	30,057	116,011	118,074	127,476	12,111	N. C.
1,704	3,750	28,005	61,254	61,418	71,907	20,627	N. D.
7,616	10,446	47,002	186,912	188,863	231,368	88,888	Ohio
3,920	6,263	34,157	102,070	102,921	112,369	32,571	Okla.
1,498	2,632	16,499	48,345	48,602	58,797	20,950	Ore.
6,980	8,086	27,412	123,368	124,784	157,988	54,472	Penn.
123	161	300	2,126	2,139	2,883	1,502	R. I.
2,162	6,801	17,209	58,035	58,807	63,653	4,267	S. C.
1,689	4,163	27,297	62,251	62,512	72,675	24,821	S. D.
3,228	5,919	22,700	77,527	78,800	85,233	32,468	Tenn.
9,175	15,429	78,021	246,350	248,580	277,664	54,564	Tex.
376	700	3,953	15,199	15,352	16,759	4,998	Utah
946	1,215	4,227	14,905	15,128	17,979	11,052	Vt.
3,390	5,782	17,955	74,341	75,273	86,785	26,228	Va.
1,897	3,338	22,374	60,608	60,870	70,490	26,161	Wash.
1,609	2,334	9,821	34,268	34,688	38,051	20,308	W. Va.
5,777	10,645	56,631	156,184	157,087	188,312	72,436	Wis.
288	558	2,292	10,824	10,889	13,852	3,628	Wyo.
132,438	235,687	1,060,449	3,509,171	3,542,006	4,144,097	1,526,905	Total
3.8	6.7	30.2	100%				

SOURCE: U. S. Bureau of Census, April, 1940.

City Automobile Registration, Street

One Passenger Car for Every 4.6 Persons in Cities Above 100,000 Population

(Please credit The Reuben H. Donnelley Corporation

Cities Above 100,000 Population	Pass. Cars ①	Trucks ①	Pop. 1940 Census ⑦	Pop. Per Pass. Car	Area Sq. ③ Miles	Paved Street ② Mileage	Unpaved Street ② Mileage	Total Street ② Mileage
Akron, Ohio	68,651	7,343	244,791	3.6	53.8	358	389	747
Albany, N. Y.	29,442	5,635	130,577	4.4	19.0	150	55	205
Atlanta, Ga.	78,601	12,873	302,288	3.8	37.0	475	129	604
Baltimore, Md.	146,785	22,065	859,100	5.9	78.7	917	136	1,053
Birmingham, Ala.	50,103	8,224	267,583	5.3	50.3	485	600	1,085
Boston, Mass.	95,921	19,706	770,816	8.0	47.8③	700	4	704
Bridgeport, Conn.	37,378	5,109	147,121	3.9	17.9	160	74	234
Buffalo, N. Y.	148,067	15,481	575,901	3.9	42.0	639	33	672
Cambridge, Mass.	16,730	4,718	110,879	6.6	6.3	115	14	129
Camden, N. J.	23,378	3,328	117,536	5.0	8.7	153	17	170
Canton, Ohio	32,353	3,889	108,401	3.4	14.0	131	204	335
Charlotte, N. C.④	26,182	5,167	100,899	3.9	19.4	155	77	232
Chattanooga, Tenn.	23,463	3,886	128,163	5.5	27.4	278	270	548
Chicago, Ill.	647,931	68,172	3,396,808	5.2	212.8	3,418	211	3,629
Cincinnati, Ohio	94,759	13,327	455,610	4.8	72.0	823	125	948
Cleveland, Ohio	234,946	24,538	878,336	3.7	73.4	992	161	1,153
Columbus, Ohio	84,726	13,242	306,087	3.6	39.4	522	50	572
Dallas, Texas	94,425	13,832	294,734	3.1	40.6	450	172	622
Dayton, Ohio	71,286	6,788	210,718	3.0	23.4	210	171	381
Denver, Colo.	101,365	12,053	322,412	3.2	58.8	182	848	1,030
Des Moines, Iowa	43,625	6,109	159,819	3.7	53.8	340	260	600
Detroit, Mich.	493,447	42,066	1,623,452	3.3	139.6	1,882	725	2,607
Duluth, Minn.	25,154	3,267	101,065	4.0	62.3	180	300	480
Elizabeth, N. J.	23,853	2,976	109,912	4.6	11.8	119	13	132
Erie, Pa.	32,581	3,452	116,955	3.6	20.0	171	131	302
Fall River, Mass.	15,054	2,429	115,428	7.7	33.9	166	81	247
Flint, Mich.	56,309	3,868	151,543	2.7	29.3	193	310	503
Fort Wayne, Ind.	40,976	5,077	118,410	2.9	17.5	228	91	319
Fort Worth, Texas	49,430	7,465	177,662	3.6	46.0	417	250	667
Gary, Ind.	29,511	2,685	111,719	3.8	40.3	228	62	290
Grand Rapids, Mich.	60,166	7,378	164,292	2.7	23.4	331	74	405
Hartford, Conn.	42,814	6,422	166,267	3.9	16.5	179	18	197
Honolulu, T. H.⑤	42,284	6,714	358,256	6.1	604.0	540	110	650
Houston, Texas	113,871	15,622	384,514	3.4	72.0	390	1,110	1,500
Indianapolis, Ind.	126,749	19,709	386,972	3.1	53.6	665	242	907
Jacksonville, Fla.	44,223	7,577	173,065	3.9	30.2	255	330	585
Jersey City, N. J.	43,877	6,554	301,173	6.9	19.2	186	19	205
Kansas City, Kans.	33,732	4,382	121,458	3.6	19.2	235	110	345
Kansas City, Mo.	93,568	12,495	399,178	4.3	58.4	785	225	1,010
Knoxville, Tenn.	24,765	4,118	111,580	4.5	25.3	320	355	675
Long Beach, Calif.	64,251	5,620	164,271	2.6	30.6	204	263	467
Los Angeles, Calif.	520,994	62,274	1,504,277	2.9	450.8	2,049	2,925	4,974
Louisville, Ky.	74,325	10,002	319,077	4.3	37.9	411	209	620
Lowell, Mass.	13,978	2,376	101,389	7.3	12.9	125	102	227
Memphis, Tenn.	51.777	7,112	292,942	5.7	45.6③	657	32	689
Miami, Fla.	67,479	9,037	172,172	2.6	30.3	545	166	711
Milwaukee, Wisc.	139,796	15,998	587,472	4.2	29.6	669	150	819
Minneapolis, Minn.	147,081	15,134	492,370	3.3	58.7	296	685	981
Nashville, Tenn.⑥	38,325	5,877	167,402	4.4	26.4	393	9	402

Mileage, Population and Area, 1941

28% of Vehicles and 29% of Population in These Cities

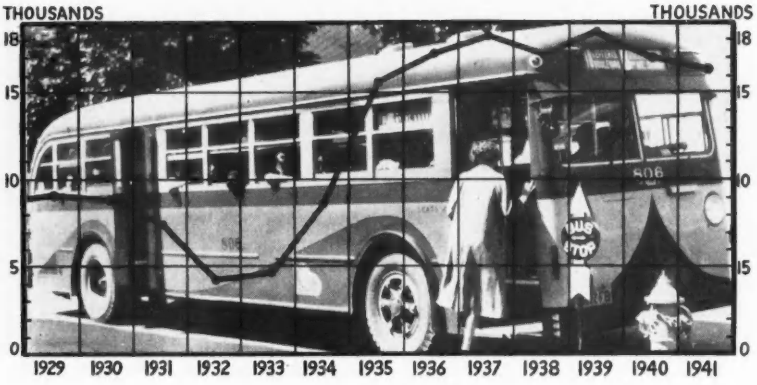
when reproducing Motor Vehicle registrations)

Cities Above 100,000 Population	Pass. Cars ①	Trucks ①	Pop. 1940 Census ⑦	Pop. Per Pass. Car	Area Sq. ② Miles	Paved Street ② Mileage	Unpaved Street ② Mileage	Total Street ② Mileage
Newark, N. J.	75,640	21,139	429,760	5.7	23.7	369	3	372
New Bedford, Mass.	18,128	2,621	110,341	6.1	19.4	211	5	216
New Haven, Conn.	33,288	6,970	160,605	4.8	17.8	166	53	219
New Orleans, La.	77,215	12,206	494,537	6.4	199.4	485	622	1,107
New York, N. Y.	842,853	120,622	7,454,995	8.8	319.9	3,496	1,998	5,494
Norfolk, Va.	31,740	4,657	144,332	4.5	38.6	450	200	650
Oakland, Calif.	105,332	10,749	302,163	2.9	52.8	564	132	696
Okla. City, Okla.	57,924	9,975	204,424	3.5	25.3	310	400	710
Omaha, Nebr.	55,933	7,614	223,844	4.0	44.0	460	250	710
Paterson, N. J.	33,815	5,630	139,656	4.1	8.4	140	67	207
Peoria, Ill.	33,882	3,866	105,087	3.1	12.4	167	75	242
Philadelphia, Pa.	281,486	40,769	1,931,334	6.9	128.0	2,018	26	2,044
Pittsburgh, Pa.	118,505	18,870	671,659	5.7	54.0	920	440	1,360
Portland, Ore.	104,606	13,337	305,394	2.9	63.5	849	245	1,094
Providence, R. I.	62,224	9,013	253,504	4.1	17.9	333	89	422
Reading, Pa.	24,817	3,662	110,568	4.5	9.5	139	32	171
Richmond, Va.	46,270	9,732	193,042	4.2	24.0	367	36	403
Rochester, N. Y.	101,549	9,618	324,975	3.2	34.3	459	67	526
Sacramento, Cal. ④	46,815	9,140	105,958	2.3	13.5	275	14	289
Salt Lake City, Utah	42,847	6,008	149,934	3.5	52.8	131	268	399
San Antonio, Texas	71,180	11,333	253,854	3.6	36.0	400	350	750
San Diego, Calif.	65,470	7,672	203,341	3.1	95.3	568	106	674
San Francisco, Cal.	168,590	26,092	634,536	3.8	45.2	720	180	900
Scranton, Pa.	19,976	3,905	140,404	7.0	19.5	102	12	114
Seattle, Wash.	124,910	14,469	368,302	2.9	68.5	780	277	1,057
Somerville, Mass.	12,815	2,771	102,177	8.0	4.0	90	11	101
South Bend, Ind.	34,273	4,086	101,268	3.0	20.1	202	116	318
Spokane, Wash.	34,933	5,963	122,001	3.5	41.5	181	565	746
Springfield, Mass.	35,842	4,863	149,554	4.2	32.5	234	11	245
St. Louis, Mo.	173,072	27,227	816,048	4.7	61.3	957	93	1,050
St. Paul, Minn.	81,455	9,523	287,736	3.5	52.2	252	429	681
Syracuse, N. Y.	57,224	6,557	205,967	3.6	25.0	239	154	393
Tacoma, Wash.	38,701	5,103	109,408	2.8	46.5	236	425	661
Tampa, Fla.	37,118	5,895	108,391	2.9	19.0	311	150	461
Toledo, Ohio	80,952	8,443	282,349	3.5	37.0	477	122	599
Trenton, N. J.	35,786	6,154	124,697	3.5	8.0	140	20	160
Tulsa, Okla.	44,720	7,849	142,157	3.2	21.8	280	227	507
Utica, N. Y.	22,512	3,039	100,518	4.5	16.2	146	28	174
Washington, D. C.	161,391	16,336	663,091	4.1	60.0	750	114	864
Wichita, Kans.	42,686	6,367	114,966	2.7	21.0	250	110	360
Wilmington, Del.	27,550	4,118	112,504	4.1	15.8	135	10	145
Worcester, Mass.	36,738	4,936	193,694	5.3	37.1	263	222	485
Yonkers, N. Y.	25,642	2,571	142,598	5.6	19.0	236	10	246
Youngstown, Ohio	40,563	4,397	167,720	4.1	33.5	290	130	420
Total	8,329,355	1,099,038	38,346,245	4.6	5,037.0	45,020	21,991	67,011

①—Total car and truck registrations by the Reuben H. Donnelley Corp. as of July 1, 1941. ②—Figures furnished by city engineers of all cities surveyed by Automobile Mfrs. Ass'n, as of January 1, 1940. ③—1938 data. ④—Figures for area and street mileage are as of January 1, 1941. ⑤—Data refers to entire Island of Oahu, as of January 1, 1941. ⑥—Figures for area and street mileage are as of January 1, 1937. ⑦—U. S. Census of Population, 1940.

16,596 Motor Buses Produced in 1941

(Figures from "Bus Transportation")



57,500 Revenue Buses in United States

(Figures as of December 31st from "Bus Transportation")

REVENUE	1935	1936	1937	1938	1939	1940	1941
1. City	19,250	22,000	24,500	29,200	30,335	33,550	36,900
2. Intercity	23,750	24,750	24,750	20,000	18,614	18,000	18,100
Total (1 & 2)	43,000	46,750	49,250	49,200	48,949	51,550	55,000
3. Sightseeing and charter hire	2,000	2,250	2,250	2,300	2,601	2,450	2,580
Total (1 & 2 & 3)	45,000	49,000	51,500	51,500	51,550	54,000	57,580
NON-REVENUE							
4. Schools†	71,850	73,900	78,100	80,100	85,700	87,300	87,400
5. Hotel	300	300	300	300	300	.....	.....
6. Industrial	500	500	500	500	500	1,000	1,000
7. Miscellaneous	200	200	200	200	200	.....	.....
Total (4 & 5 & 6 & 7)	72,850	74,900	79,100	81,100	86,700	88,300	88,400
Grand Total	117,850	123,900	130,600	132,600	138,250	142,300	145,980
OWNERSHIP OF REVENUE BUSES*							
a. Motor carriers	30,650	34,400	36,000	29,400	29,249	30,525	32,768
b. Electric railways	12,600	12,850	13,700	18,000	18,000	19,250	20,473
c. Steam railroads	1,750	1,750	1,800	1,800	1,700	1,775	1,759

†About 6,000 buses in school service are operated part time as common carriers and consequently are included in the figure for that service.

*Excluding sightseeing and charter hire after 1937.

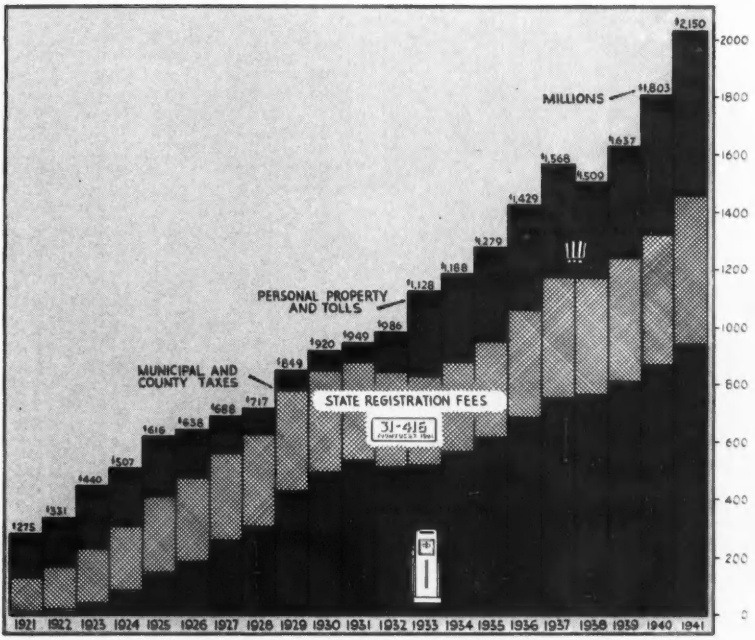
146,000 Motor Buses in United States

(SOURCE: "Bus Transportation")

	Total Buses Registered December 31					School
	1937	1938	1939	1940	1941	Buses
Alabama	2,879	2,888	2,956	3,306	3,437	2,850
Arizona	673	717	694	670	690	539
Arkansas	1,381	1,415	1,712	2,045	2,071	1,831
California	4,502	4,689	5,038	5,084	5,682	2,200
Colorado	1,609	1,764	1,911	1,502	1,671	1,263
Connecticut	1,633	1,765	1,785	1,837	2,005	790
Delaware	299	315	326	307	312	244
District of Columbia	649	643	747	753	941	12
Florida	1,939	2,025	2,009	1,989	2,269	1,417
Georgia	2,618	3,094	3,130	3,151	3,450	2,780
Idaho	418	398	774	734	755	665
Illinois	2,564	2,494	2,345	2,329	2,917	590
Indiana	8,131	8,156	8,463	8,151	8,109	7,003
Iowa	2,644	2,763	2,979	3,173	3,112	2,724
Kansas	788	777	820	798	792	350
Kentucky	1,616	1,616	2,092	2,184	2,470	1,612
Louisiana	3,074	3,092	3,243	3,250	3,393	2,698
Maine	390	430	495	826	929	645
Maryland	1,255	1,330	1,444	1,448	1,547	954
Massachusetts	4,259	4,287	4,525	4,460	4,639	1,600
Michigan	2,838	2,972	3,288	3,989	4,251	1,300
Minnesota	2,447	1,977	2,903	2,920	2,678	1,960
Mississippi	4,452	4,920	4,807	4,927	4,612	4,400
Missouri	2,989	3,517	3,541	3,637	3,950	1,943
Montana	621	614	607	554	618	471
Nebraska	689	701	630	751	796	300
Nevada	276	274	271	276	271	200
New Hampshire	319	332	821	908	929	777
New Jersey	7,310	6,181	6,794	6,621	6,947	1,561
New Mexico	1,093	1,077	1,112	1,112	1,078	991
New York	13,841	14,367	15,079	15,177	15,803	8,304
North Carolina	4,507	4,731	4,905	5,094	5,599	4,746
North Dakota	669	683	703	664	371	300
Ohio	9,660	10,248	9,286	9,066	9,170	6,844
Oklahoma	3,018	3,022	3,150	2,940	3,004	2,513
Oregon	991	1,402	1,503	1,411	1,456	935
Pennsylvania	5,819	6,054	8,300	8,311	8,304	4,390
Rhode Island	534	471	480	422	488	150
South Carolina	1,600	1,624	1,665	1,838	1,883	1,644
South Dakota	473	466	477	455	473	350
Tennessee	1,981	2,431	2,515	2,660	2,706	1,873
Texas	6,663	7,787	7,793	7,993	8,372	6,022
Utah	651	641	711	640	652	436
Vermont	385	362	349	303	302	175
Virginia	2,637	2,829	3,167	2,959	3,513	2,423
Washington	2,889	2,594	2,528	2,551	2,694	1,549
West Virginia	1,520	1,663	1,732	1,726	2,013	1,179
Wisconsin	2,516	2,521	2,640	2,775	2,893	2,200
Wyoming	872	883	986	710	763	695
U. S. Total	127,581	132,002	140,231	141,387	147,780*	93,398

*—Total buses in use by states for 1941 includes school buses. In combining school buses and revenue buses operating over fixed routes a duplication results in that about 6,000 revenue buses are operated part-time as school buses. Also classification of sight-seeing and charter hire buses is not available by states and, hence not included in total of states. Net total buses for 1941 is 145,980.

1941 Motor Vehicle Taxes $2,150,000,000



	State Gross Registration Receipts①	State Gasoline Tax (Net) ①	Municipal and County Taxes ②	Federal Excise Taxes ③	Personal Property and Tolls ②	Total
1921...	$122,478,654	$ 5,382,111	$ 8,969,000	$101,743,917	$36,031,000	$274,604,682
1922...	152,047,824	12,703,088	10,218,000	116,579,020	39,782,000	331,329,932
1923...	188,970,992	38,566,338	11,638,000	157,704,344	43,362,000	440,241,674
1924...	225,492,252	80,442,295	13,101,000	141,215,594	46,899,000	507,150,141
1925...	260,619,621	148,358,087	13,684,000	145,295,784	48,316,000	616,273,492
1926...	288,282,352	187,603,231	14,655,000	96,386,767	51,345,000	638,272,350
1927...	301,061,132	258,838,813	15,343,000	60,473,708	52,657,000	688,373,653
1928...	322,630,025	304,871,766	15,990,000	20,386,176	53,010,000	716,887,967
1929...	347,843,543	431,311,519	16,392,000	.....	53,608,000	849,155,062
1930...	355,704,860	493,865,117	16,555,000	.....	53,445,000	919,569,977
1931...	344,337,654	536,397,458	15,742,000	.....	52,258,000	948,735,112
1932...	330,005,109④	513,047,239	15,861,000	75,006,210	52,521,000	986,440,558
1933...	310,100,884	518,195,712	16,000,000	229,631,826	54,000,000	1,127,928,422
1934...	316,662,000	565,027,000	16,000,000	235,140,802	55,000,000	1,187,829,802
1935...	335,375,000	616,851,671	16,000,000	256,097,573	55,000,000	1,279,324,244
1936...	374,920,000	686,631,000	16,000,000	295,919,324	56,000,000	1,429,470,324
1937...	415,829,000	756,930,000	16,000,000	323,478,737	56,000,000	1,568,237,737
1938...	405,246,000	766,853,000	16,000,000	265,125,045	56,000,000	1,509,224,045
1939...	430,549,000	816,433,000	16,000,000	317,567,000	56,000,000	1,636,549,000
1940...	457,091,000	864,472,000	16,000,000	409,185,000	56,000,000	1,802,748,000
1941...	511,242,000	947,101,000	16,000,000	562,962,000	113,000,000	2,150,305,000

These are taxes on the motor vehicle owners. Income and property taxes on motor vehicle, body, parts and tire factories, garages, dealers, repair shops, terminals and truck, taxicab and bus operating companies are not included.

①—U.S. Public Roads Administration. ②—Estimated by Automobile Manufacturers Association based on "The Taxation of Motor Vehicles in 1932" by the U.S. Public Roads Administration, and other special surveys. ③—U.S. Bureau of Internal Revenue. Includes only 90% (i.e., motor vehicle portion) of Federal excise tax collections on gasoline and 52% (motor vehicle share) of lubricating oil. From 1921 to 1926 includes excise on for-hire vehicles. ④—Includes special motor carrier taxes from 1932 to date.

⑤Estimate on bridge, ferry and tunnel tolls higher in 1941 due to more complete data becoming available.

State Motor Vehicle Fees and Gasoline Taxes

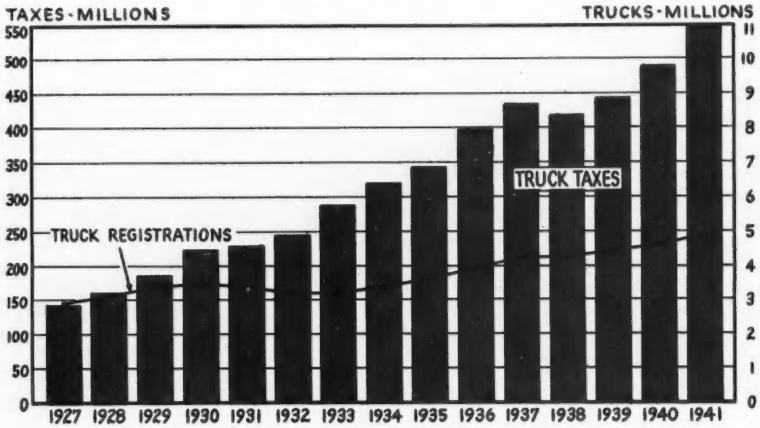
(Figures from United States Public Roads Administration)

In Thousands of Dollars

	Gasoline Taxes			Registration Fees Including Special Motor Carrier Taxes		
	1939	1940	1941	1939	1940	1941
Alabama	$ 14,415	$ 15,470	$ 18,323	$ 5,199	$ 4,876	$ 6,853
Arizona	4,445	4,767	5,361	1,321	1,410	1,577
Arkansas	10,647	11,312	13,100	3,143	3,402	3,939
California	49,795	51,960	58,076	27,678	31,069	35,815
Colorado	7,751	8,291	8,833*	3,607	3,581	3,812
Connecticut	9,910	11,032	11,758	7,012	7,705	8,586
Delaware	2,143	2,322	2,501	1,313	1,252	1,456
Dist. of Col.	2,784	3,222	3,479	2,064	1,999	2,253
Florida	24,323	26,929	29,832	7,433	8,363	9,890
Georgia	21,054	22,809	26,049	2,706	2,864	3,061
Idaho	4,467	4,822	5,231	1,459	1,465	1,615
Illinois	39,000	41,360	44,762	24,352	24,760	26,567
Indiana	23,825	25,494	28,518	11,223	12,068	13,040
Iowa	13,971	14,592	15,338	13,182	13,399	14,646
Kansas	10,023	10,402	11,234	5,676	5,429	6,372
Kentucky	13,834	14,713	16,175	5,253	5,866	6,517
Louisiana	17,381	18,584	21,425	5,402	5,505	3,635
Maine	5,722	5,940	6,654	3,806	4,181	4,456
Maryland	10,638	11,448	13,070	5,538	6,698	7,830
Massachusetts	20,512	21,401	22,488	7,168	7,471	8,043
Michigan	29,830	32,466	35,585	22,584	24,616	27,787
Minnesota	18,646	18,345	18,870	9,925	10,348	19,577 ①
Mississippi	11,309	11,931	13,753	2,683	3,174	3,672
Missouri	12,096	13,301	14,277	11,020	11,616	12,655
Montana	4,800	5,068	5,467	1,695	1,781	1,863
Nebraska	11,481	11,742	12,268	2,711	2,876	3,227
Nevada	1,336	1,485	1,683	509	577	722
New Hampshire	3,508	3,616	3,715	2,965	3,055	3,295
New Jersey	23,006	24,226	26,221	21,412	22,662	24,453
New Mexico	4,295	4,676	5,076	2,102	2,218	2,485
New York	69,693	73,055	74,458	48,432	55,980	54,004
No. Carolina	24,532	26,274	28,664*	8,528	8,571	10,361
No. Dakota	2,648	3,351	3,515	1,655	1,703	2,071
Ohio	50,466	50,789	58,113	29,147	30,974	34,106
Oklahoma	14,206	14,771	18,661	7,548	6,639	7,115
Oregon	10,591	11,359	13,029	4,688	4,703	6,080
Pennsylvania	59,584	62,487	63,000*	36,571	38,896	41,333
Rhode Island	4,027	3,941	4,272	2,940	3,227	3,438
So. Carolina	12,297	13,622	15,817	2,171	2,372	3,045
So, Dakota	3,956	4,453	4,559	2,618	2,227	2,348
Tennessee	18,756	21,112	24,190	5,627	5,381	7,198
Texas	45,189	47,518	52,747	21,309	22,545	26,848
Utah	3,735	4,055	4,432	1,176	1,227	1,335
Vermont	2,679	2,781	2,930	2,490	2,625	2,750
Virginia	17,831	19,404	22,916	7,177	7,522	8,854
Washington	15,994	17,172	19,321	4,755	3,902	5,653
West Virginia	10,409	10,680	11,553	6,077	6,649	7,320
Wisconsin	20,271	21,150	22,737	14,629	14,767	16,703
Wyoming	2,622	2,772	3,065	870	895	981
Total	$816,433	$864,472	$947,101	$430,549	$457,091	$511,242

①—Large increase due to law requiring 1942 licenses before November 15, 1941. *Estimated.

1941 Motor Truck Taxes Exceed Half Billion Dollars



Special Taxes on Trucks Total $546,290,000 in 1941.

Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

Year	Registration Fees (State)	Motor Carrier and Trailer Fees (State)	Gasoline Tax (State)	Federal Excise Taxes	Special City & County Taxes†	Bridge, Tunnels, Ferry Tolls‡	Total Special Taxes	Average Per Truck Registered
1927	$ 64,691	$1,005	$ 75,108	.....	$3,050	N. A.	$143,854	$ 49.37
1928	69,400	1,402	87,161	.....	3,250	N. A.	161,213	51.77
1929	72,823	1,607	108,506	.....	3,450	N. A.	186,386	55.15
1930	78,789	1,955	138,055	.....	3,650	N. A.	222,449	63.81
1931	76,616	2,758	144,756	.....	3,850	N. A.	227,980	65.77
1932	74,046	8577*	139,376	$ 19,510	4,050	N. A.	245,559	76.04
1933	68,659	11,683	142,287	59,459	4,450	N. A.	286,538	88.69
1934	71,852	13,906	154,170	60,516	4,600	$12,710	317,754	92.93
1935	78,598	17,998	161,743	65,598	5,100	13,635	342,672	93.51
1936	89,160	22,199	191,455	75,445	5,300	15,122	398,681	99.99
1937	95,115	24,966	208,783	82,508	5,600	16,217	433,189	101.80
1938	95,461	25,270	206,791	67,835	5,676	16,314	417,347	98.80
1939	101,786	26,618	216,434	75,889	5,923	17,343	443,993	100.59
1940	104,950	30,019	227,726	101,595	6,170	18,036	488,496	106.42
1941	111,154	32,131	244,313	131,714	7,675	19,303	546,290	111.23

*Includes special motor carrier taxes from 1932 to date. Prior to 1932 Trailer fees only are shown.

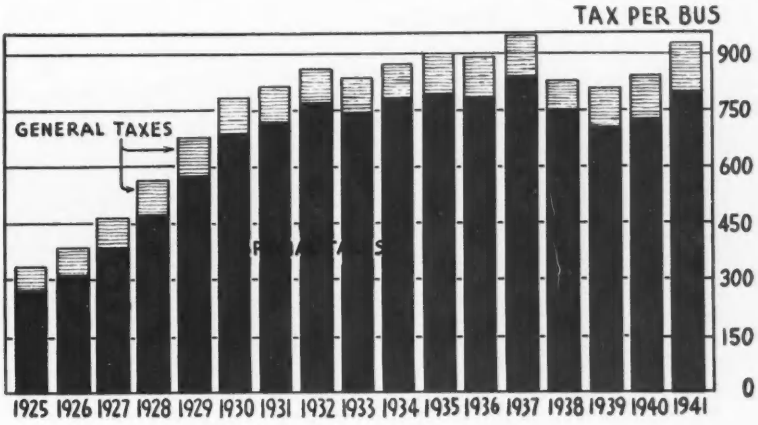
†Estimates based on data contained in "Taxation of Motor Vehicles in 1932," Public Roads Administration.

‡Estimates based on data in June, 1941 issue of "Public Roads," Public Roads Administration.

N. A.—Not Available.

SOURCE: First three columns from Public Roads Administration; Federal excise taxes based on reports of internal revenue; and special city and county taxes are estimates by Automobile Manufacturers Association.

Special Taxes Total $809 Per Bus in 1941



Revenue Buses Paid $46,575,000 Special Taxes, 1941

(Figures from National Association of Motor Bus Operators)

Year	Special Taxes	General Taxes*	Total Bus Taxes*	Special Taxes Per Bus	General Taxes Per Bus	Total Taxes Per Bus	Special Tax Per Bus Per Mile of Highway Used
1925.....	$10,300,000	$2,300,000	$12,600,000	$274.29	$61.25	$335.54	$49.24
1926.....	13,100,000	3,000,000	16,100,000	311.65	71.37	383.02	55.36
1927.....	16,800,000	3,300,000	20,100,000	386.33	75.89	462.22	64.28
1928.....	21,200,000	3,800,000	25,000,000	474.61	85.07	559.68	74.16
1929.....	26,500,000	4,500,000	31,000,000	576.04	97.82	673.86	81.25
1930.....	31,200,000	4,900,000	36,100,000	677.00	106.32	783.32	90.87
1931.....	32,525,000	4,125,000	36,650,000	716.41	90.86	807.27	88.62
1932.....	34,500,000	4,150,000	38,650,000	766.67	92.22	858.89	90.93
1933.....	33,470,000	4,030,000	37,500,000	743.77	89.56	833.33	81.64
1934.....	33,300,000	3,980,000	37,280,000	774.42	92.56	866.98	82.91
1935.....	35,625,000	4,750,000	40,375,000	791.66	105.56	897.22	89.05
1936.....	38,475,500	5,125,500	43,601,000	785.22	104.60	889.82	97.18
1937.....	43,231,000	5,761,000	48,992,000	839.43	111.87	951.30	109.90
1938.....	38,545,086	5,156,825	43,701,911	748.95	100.13	848.08	101.48
1939.....	35,994,440	5,859,560	41,854,000	698.24	113.67	811.91	100.35
1940.....	38,028,340	6,190,660	44,219,000	704.23	114.64	818.87	110.77
1941.....	46,575,450	6,959,550	53,535,000	808.88	120.87	929.75	148.30

*Does not include income and excess profits taxes.

$530 Million Rail Revenues from Automotive Freight, 1941

Automotive Freight 4,357,612 Carloads

	Carloads*		Carloads*
Motor Vehicles, Parts, Tires	821,712	Road and Fuel Oil	56,800
Gasoline	1,164,000	Crude Rubber	18,000
Iron and Steel	259,000	Cement for Roads, Bridges	390,000
Iron Ore	251,000	Asphalt for Roads	128,000
Coal and Coke	86,900	Gravel, Sand, Stone, Brick	775,000
Crude Petroleum	102,100	Miscellaneous, such as non-ferrous metals, paints, upholstery materials	205,000
Lubricating Oil	86,100		
Lumber	14,000		
Total Automotive Freight Carloads			4,357,612
Rail Revenues from Automotive Freight			$530,503,177

*Partly estimated by Automobile Manufacturers Association

Carloads and Revenue of Automotive Freight

Year	All Traffic Carloads (I.C.C. Statistics)	Automotive Freight Carloads*	Automotive Freight Per Cent of Total Carloads	Revenue from Automotive Freight
1929	36,821,868	3,667,792	10.0%	$563,411,000
1930	31,479,071	3,330,583	10.6%	478,466,000
1931	24,631,961	3,106,645	12.6%	396,738,000
1932	18,067,496	2,543,833	14.1%	325,000,000
1933	19,278,087	2,640,910	13.7%	324,320,000
1934	21,223,443	3,064,805	14.4%	365,021,000
1935	21,779,757	3,361,601	15.5%	416,234,000
1936	25,950,943	3,791,247	14.6%	494,562,000
1937	27,175,680	4,155,749	15.3%	473,431,000
1938	21,167,420	3,095,108	14.6%	359,069,000
1939	24,119,098	3,616,917	15.0%	425,556,487
1940	26,410,754	3,908,321	14.8%	453,419,194
1941	31,705,807	4,357,612	13.7%	530,503,177

*Includes freight produced by motor vehicle manufacture and use, and highway construction.

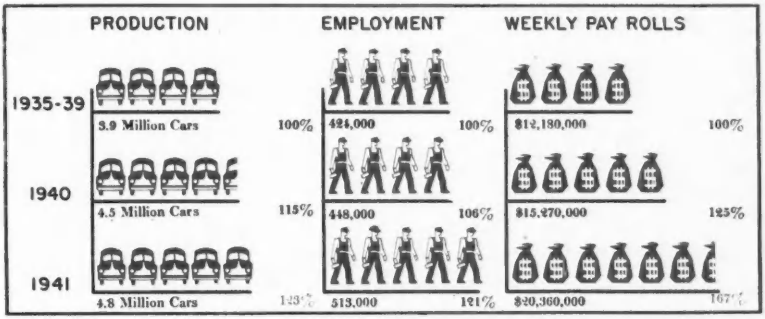
Shipments of Assembled Cars and Trucks

From Factories and Assembling Plants in United States, including Exports

Year	R. R. Carloads of Motor Vehicles	Motor Vehicles Delivered Overland	Motor Vehicles Shipped by Boat	Year	R. R. Carloads of Motor Vehicles	Motor Vehicles Delivered Overland	Motor Vehicles Shipped by Boat
1929	733,631	1,958,738	199,576	1937	476,221	2,452,300	340,773
1932	130,820	706,977	51,103	1938	224,955	1,330,334	151,632
1934	318,294	1,209,291	154,540	1939	313,204	1,996,629	208,549
1935	401,547	1,899,974	272,458	1940	402,819	2,618,484	274,431
1936	448,685	2,237,432	311,436	1941	448,043	2,756,974	287,703

1941 Auto Pay Rolls 67%, Output 23%

Above 1935-39 Average



(Source: Labor Information Bulletin, March, 1942)

Employment, Earnings and Hours of All Wage Earners in Automobile, Body and Parts Factories

	ALL FACTORY WAGE EARNERS		INDIVIDUAL WORKER AVERAGES			
Year	Average Employment①	Total Payrolls①	Weekly Earnings②	Cost of Living③	Weekly Purchasing Power④	Hours per Week⑤
1899...	2,000	$1,321,000	$12.50	.....	.....	..
1904...	12,000	7,159,000	11.50	.....	.....	..
1909...	76,000	48,694,000	12.30	.....	.....	..
1914...	127,000	101,927,000	15.40	.....	.....	..
1919...	343,000	491,121,000	27.50	126.7	75.5	..
1921...	213,000	318,753,000	28.80	131.2	76.4	..
1923...	405,000	660,088,000	31.30	125.1	87.0	..
1924...	377,000	594,464,000	30.30	125.3	84.1	..
1925...	426,000	713,856,000	32.20	127.8	87.6	45
1926...	422,000	687,648,000	31.30	128.6	84.7	..
1927...	370,000	612,196,000	31.80	125.6	88.1	..
1928...	435,000	747,344,000	33.00	123.7	92.8	44
1929...	448,000	732,264,000	31.40	123.9	88.2	..
1930...	323,000	431,080,000	25.70	119.9	74.6	35
1931...	286,000	350,376,000	23.60	107.0	76.7	..
1932...	244,000	254,592,000	20.10	93.9	74.5	30
1933...	244,000	251,316,000	19.80	88.7	77.6	33
1934...	381,000	447,460,000	22.60	92.7	84.8	32
1935...	445,000	587,236,000	25.40	96.3	91.7	34
1936...	459,000	674,492,000	28.30	98.6	99.8	37
1937...	517,000	814,268,000	30.30	103.7	101.6	34
1938...	305,000	454,064,000	28.60	101.8	97.7	31
1939...	394,000	639,756,000	31.20	99.5	109.1	34
1940...	448,000	794,040,000	34.08	100.3	118.1	36
1941⑥.	513,000	1,058,720,000	39.69	105.2	131.2	38

①—1899-21 from U. S. Census of Manufactures, 1923 on from U. S. Bureau of Labor Statistics: Indexes times base figures from BLS Bulletin No. 610. ③—Payrolls divided by 52 times average employment.
②—Special index prepared by U. S. Bureau of Labor Statistics for automotive cities. 1935-39=100.
④—Weekly Earnings divided by Cost of Living, 1935—39=100.
⑤—Weekly Earnings divided by Hourly Rates reported by U. S. Bureau of Labor Statistics.
⑥—Excludes plants engaged mostly on war production.

2,981,000 Miles of Rural Roads in U. S.

Street Mileage 304,000 in 1941

(SOURCE: U. S. Public Roads Administration)

In Thousands of Miles	RURAL ROADS UNDER STATE CONTROL						
Type of Road	Primary State Highways	Secondary State Highways	County Roads Under State Control*	State	County And Local Roads	All Rural Roads	Total Streets And Alleys
Unsurfaced Roads:							
Primitive	1	—	1	2	365	367	—
Unimproved	12	2	22	36	525	561	—
Graded and Drained	10	11	33	54	530	584	—
Total	23	13	56	92	1,420	1,512	76
Surfaced Roads:							
Non-Dustless Surfaces:							
Soil-Surfaced	3	3	20	26	53	79	—
Gravel or Stone	52	32	25	109	825	934	—
Subtotal	55	35	45	135	878	1,013	85
Low-Type Bituminous	128	24	10	162	106	268	49
Paved Roads:							
High-Type Bituminous	37	8	2	47	37	84	—
Portland Cement Concrete	83	2	1	86	12	98	—
Brick and Block	2	—	—	2	1	3	—
Dual-Type	2	—	—	2	1	3	—
Subtotal	124	10	3	137	51	188	94
Total Surfaced Mileage	307	69	58	434	1,035	1,469	228
Total All Road Mileage	330	82	114	526	2,455	2,981	304

NOTE: 1941 data extrapolated from available data on previous years.

* Includes the county roads taken over by State Highway Departments in the following States: Delaware North Carolina, Virginia (all but 3 counties), and West Virginia.

Average Consumption of Materials per Passenger Car

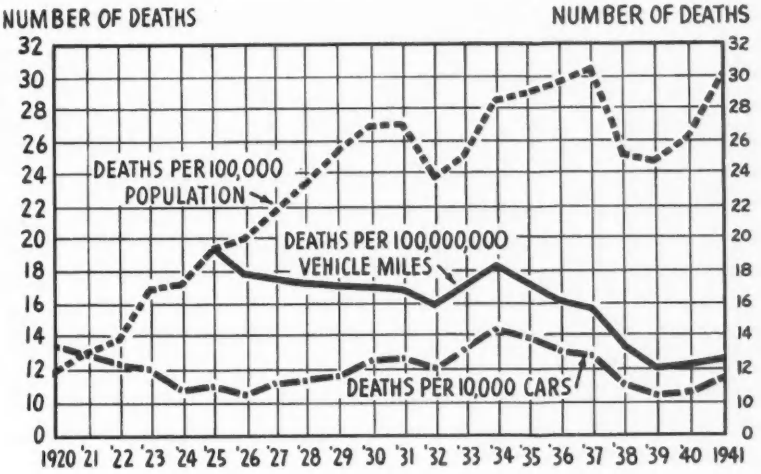
	Pounds† (Gross Wt.)		Pounds* (Gross Wt.)
Copper		Steel	
Radiator	20.8	Carbon	2,863.4
Electrical system	13.6	Stainless	14.6
Heater	4.8	Alloy	287.3
Plating	2.4		
Other copper and alloys	8.7	Total steel	3,165.3
All other copper	1.8		
Total copper	52.1	Iron	641.5

†—Weighted by respective production of various makes of passenger cars in November, 1941.

*—Weighted by the respective production of various makes of passenger cars in calendar year, 1941.

SOURCE: Statistics Section, Automotive Branch, War Production Board.

Trends In U. S. Traffic Fatality Rate



(SOURCE: "Accident Facts" by the National Safety Council)

		DEATHS FROM COLLISION WITH——							TOTAL DEATH RATES		
	ALL DEATHS	Deaths from Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horsedrawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Mot. Vehicles	Per 100,000,000 Vehicle Miles
1927.....	25,796	7,870	10,820	3,430	1,832	520	820	500	21.8	11.1	17.7
1928.....	27,996	8,070	11,420	4,310	2,142	569	950	540	23.3	11.4	17.4
1929.....	31,215	9,380	12,250	5,400	2,046	530	990	620	25.7	11.7	17.3
1930.....	32,929	9,970	12,900	5,880	1,830	481	1,150	720	26.7	12.4	17.4
1931.....	33,675	9,570	13,370	6,820	1,714	435	900	870	27.1	13.0	17.0
1932.....	29,451	8,500	11,490	6,070	1,522	316	750	800	23.6	12.2	16.1
1933.....	31,363	8,680	12,840	6,470	1,437	318	710	900	24.9	13.2	17.1
1934.....	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.5	14.4	18.4
1935.....	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.5	13.9	17.4
1936.....	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	16.4
1937.....	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.7	13.3	15.9
1938.....	32,582	7,350	12,850	8,900	1,490	165	890	940	25.0	11.1	21.8
1939.....	32,386	7,980	12,400	8,700	1,330	150	910	1,000	24.7	10.6	12.1
1940.....	34,501	7,800	12,700	10,100	1,707	132	980	1,100	26.1	10.8	12.0
1941.....	40,000	9,450	13,600	12,500	1,840	110	1,150	1,350	30.0	11.6	12.6
				Percentage Changes							
1931 to 41.	+19%	+2%	+24%	+7%	−75%	+28%	+55%	− 1%	+11%	−11%	−26%
1940 to 41.	+16%	+7%	+24%	+8%	−17%	+20%	+23%	+21%	+15%	+ 7%	+ 4%

SOURCE: U. S. Census Bureau for total deaths and deaths from collisions with railroad trains and electric cars, through 1940. All other death figures are National Safety Council approximations. U. S. Public Roads Administration for motor vehicle registration and for gasoline consumption, used for estimating vehicle mileage.

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division*	Flint, Mich.
Cadillac	Cadillac Motor Car Division*	Detroit, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Chrysler	Chrysler Sales Division†	Detroit, Mich.
Crosley	The Crosley Corporation	Cincinnati, Ohio
De Soto	De Soto Division†	Detroit, Mich.
Dodge	Dodge Division†	Detroit, Mich.
Graham	Graham-Paige Motors Corporation	Detroit, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
Hupmobile	Hupp Motor Car Corporation	Detroit, Mich.
Nash	Nash-Kelvinator Corporation	Detroit, Mich.
Oldsmobile	Olds Motor Works Division*	Lansing, Mich.
Packard	Packard Motor Car Company	Detroit, Mich.
Plymouth	Plymouth Division†	Detroit, Mich.
Pontiac	Pontiac Motor Division*	Pontiac, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

Ambulance and Funeral Vehicle Manufacturers

Cadillac	Cadillac Motor Car Division*	Detroit, Mich.
Packard	Packard Motor Car Company	Detroit, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.

Station Wagons and Suburbans

Buick	Buick Motor Division*	Flint, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Chrysler	Chrysler Sales Division†	Detroit, Mich.
Crosley	The Crosley Corporation	Cincinnati, Ohio
Hudson	Hudson Motor Car Company	Detroit, Mich.
International	International Harvester Company	Chicago, Ill.
Packard	Packard Motor Car Company	Detroit, Mich.
Plymouth	Plymouth Division†	Detroit, Mich.
Pontiac	Pontiac Motor Division*	Pontiac, Mich.
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

†Chrysler Corporation *General Motors Corporation

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Crosley	The Crosley Corporation	Cincinnati, Ohio
Diamond T	Diamond T. Motor Car Company	Chicago, Ill.
Dodge	Dodge Division†	Detroit, Mich.
Federal	Federal Motor Truck Company	Detroit, Mich.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
International	International Harvester Company	Chicago, Ill.
LaFrance-Republic	Sterling Motor Truck Company	Milwaukee, Wis.
Mack	Mack Manufacturing Corporation	Long Island City, N. Y.
Plymouth	Plymouth Division†	Detroit, Mich.
Reo	Reo Motors, Inc.	Lansing, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wis.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

†Chrysler Corporation *General Motors Corporation.

Motor Bus Manufacturers

Diamond T	Diamond T Motor Car Company	Chicago, Ill.
Federal	Federal Motor Truck Company	Detroit, Mich.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
I. H. C.	International Harvester Company	Chicago, Ill.
Mack	Mack Manufacturing Corporation	Long Island City, N Y.
Reo	Reo Motors, Inc.	Lansing, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.
White	The White Motor Company	Cleveland, Ohio

Truck Trailer Manufacturers

Corbitt	The Corbitt Company	Henderson, N. C.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
Mack	Mack Manufacturing Corporation	Long Island City, N. Y.
White	The White Motor Company	Cleveland, Ohio

Motor Fire Apparatus Manufacturers

Mack	Mack Manufacturing Corporation	Long Island City, N. Y.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio

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